John
Cranford,
M.D.

A

TREATISE

UPON THE

NAVIGATION

OF

ST. *DOMINGO:*

With SAILING DIRECTIONS, *for the whole extent of its Coasts, Channels, Bays and Harbours.*

(UNDERTAKEN BY ORDER OF THE KING.)

BY

M. DE CHASTENET PUYSEGUR.

TRANSLATED FROM THE *FRENCH*

BY

Charles de Monmonier.

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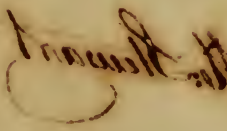

Crawford

TO THE

Presidents & Directors,

OF THE

INSURANCE COMPANIES,

OF THE

CITY of BALTIMORE.—

GENTLEMEN,

I TAKE the liberty to dedicate to you the following sheets, flattering myself, that under your countenance, a work so highly calculated to benefit humanity, and the commerce of the United States, will meet the encouragement it may deserve.

I have the honor to be, with due consideration and respect,

Gentlemen,

Your most obedient,

Very humble servant,

THE TRANSLATOR.

Preface.

TO *say any thing of the utility of publications, which in any degree tend to lessen the dangers of an element, to which the lives and properties of the citizens of these states are exposed, I am afraid, would appear rather as a wish to swell the size of the book, than add any light to a subject, so self-evident in itself. How much more, therefore, ought it to be avoided in favor of the present work, which endeavours, not only to lessen the evils of life, but to render more safe the very lives and properties of at least two-thirds of the inhabitants of these states: without any further preface therefore, the translator from the experience which he acquired for many years, as an inhabitant of* St. Domingo, *and from being an eye-witness of the many losses occasioned to American and other vessels, from the want of a thorough knowledge of its navigation; flatters himself, that the present translation which he offers to the public, of a work, now very scarce in France, and never before translated, which was undertaken at the special command of his majesty* Lewis XVI, *by Mons.* Chastenet Puysegur, *will meet the patronage of a generous public, and prove itself not altogether unworthy the attention, and expence of the purchasers.*

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Dear

A

TREATISE

UPON THE

NAVIGATION

OF

ST. *DOMINGO, &c.*

THE moſt certain direction to make the Iſland of St. Domingo, is, to run down between the latitudes of 19° 20′ and 19° 50′, taking care never to go farther to the Northward; in this track you will make the land, either by Cape Cabron, or the coaſt near to the Old Cape, and will keep clear of the ſhoal called the Silver Key, as well as out of the currents of Samana Bay.

Cape Samana is moderately elevated, and perpendicular at its extremity. You ſee it at the ſame time you make Cape Cabron, from which it is diſtant about three leagues nearly S. E. 6° from the true North.

Cape Cabron is higher and ſteeper than Samana; the coaſt is green and covered with large trees. From Cape Cabron to the Old Cape, the coaſt forms a deep bight, called La baie Ecoſſoire, or Scott's Bay, covered by a Reef, to the very edge of which, there is a great depth of water; the ſhore is low, and not ſeen at any great diſtance: you muſt avoid getting too far into this Bay, and ſteer direct for the Old Cape, which bears W. N. W. 3° North, and is diſtant fifteen and a half leagues.

The point of the Old Cape is low, and ſtretches out in the form of the ſnout of a Porpoiſe, at five or ſix leagues diſtance to the N. N. W. of Cape Cabron. In a clear day the Old Cape is ſeen making like a detached Iſland, the ends of which, gradually ſlope into the ſea. When you have made Cape Cabron, being four or five leagues to the Eaſtward of it, you muſt ſail N. W. and by W. twenty leagues, in order to double the Old Cape to the North, at the diſtance of about five leagues; then you will ſteer W. and by N. when, having run about fifteen leagues, you ſee the point Caſrouge, at the diſtance of about three leagues; continue this ſame direction for five leagues, which will bring you to the Northward of Point Iſabellique, (Iſabellica Point) which ſhould then bear S. and by W. at the diſtance of about four

leagues ; having got thus far, you have nothing to fear, and if it was neceſſary, you might keep within half a league of the ſhore, the coaſt being very clear.

Being to the North of the Old Cape at about four leagues, you perceive the point of the Old Cape towards the Eaſt, in ſhape of a Porpoiſe's ſnout, and a point alſo much reſembling it, to the Weſtward, called Cape La Roche, it is diſtant from the point of the Old Cape, three leagues. The coaſt between them lies Weſt 5° North and Eaſt 5° South ; it is low, rather ſteep to the ſea ſide, and covered with trees remarkably green.

Towards the point of the Old Cape, a mountain is perceived inland, which in clear weather can be ſeen fifteen leagues off, and is a good mark to point out the Old Cape.

From Cape La Roche the land bends in, for about two leagues, and forms a Bay pretty deep, and covered by Reefs ; then the coaſt runs along to the Weſt, and riſing in height to the Northward, comes to the point called Mascoury, which bears W. and by N. from Cape La Roche. This point is high, and its ſhore bold, it ſerves as a mark for

the little harbour of St. Jago, which is three leagues diſtant from Port Plate.

Port Plate lies fifteen leagues from the point of the Old Cape, and bears from it W. and by N. It is known by a mountain at ſome diſtance inland, which appears insulated like the Grange, tho' not in ſo preciſe a manner. The anchorage is good, and the entrance nearly covered with mangrove Islots, which you range along, leaving them on the larboard hand. When you are within thoſe Islots, you anchor in ſeventeen to twenty fathoms good bottom.

In approaching the coaſt, you perceive to the Weſtward a huge cape very high and ſteep, which is Point Caſrouge, and which is eaſily known by its ſize.

The coaſt in the bight, from Port Plate to Point Caſrouge, is bordered with Reefs, very cloſe to the ſhore, and does not admit of any anchorage.

The Old Cape, and the huge point of Caſrouge, bear from each other, Weſt 18° North and Eaſt 18° South, ſeventeen leagues. Being about three leagues North of Caſrouge, you ſee a low point, projecting out of the Weſtward, which is

remarkable by its having the appearance of being detached from the coaſt, like an Iſland.

It is the Point Iſabellique, or Iſabella Point, the Northernmoſt of the Iſland of St. Domingo. It bears with the huge Caſrouge, Weſt 7° North, and Eaſt 7° South, and is diſtant from it ſeven leagues.

Between theſe two points is a deep bight, called Port-Cavaille; then comes Iſabella Point which forms a bight to the Eaſtward, where is an anchorage for veſſels drawing twelve, or thirteen feet water.

To find this anchorage, you run along the Reefs, until you come to the entrance, which is eaſily known.

On the Weſt ſide of Iſabella Point, is a pretty extenſive anchorage, and more eaſy to gain than that of the Eaſt, but the ground in many places is foul, there is from five to ſeven fathoms water.

From Iſabella Point to the Grange, is ten leagues, they bear from each other Weſt, 10° South, and Eaſt 10° North.

Being within four leagues, N. and by E. of Iſabella point, as ſaid before, if you would paſs without the ſhoal which lies off the Grange (called

(haut fond de la Grange) you muſt ſteer, a few degrees to the Northward of Weſt, twelve leagues, and then this ſhoal will bear about South, diſtant two leagues. But ſhould you chooſe to go in the mid-channel, between it and the Grange, you muſt ſteer W. and by S. half S. and after you have run twelve leagues, it will remain to the Northward of you, about a league.

The coaſt between, is bordered with Reefs among which the entrances are narrow, and very difficult.

Weſt of Iſabella Point, is Point La Roche, (or Rocky Point,) to the Weſtward of which, is an anchorage for large veſſels, which being very bad; ought only to be uſed in caſe of neceſſity.

To gain this anchorage, you muſt haul very cloſe to Point La Roche, and anchor as ſoon as you are in twelve fathoms, white bottom.

This anchorage, which is ſheltered by the Reefs that are N. N. W. of Point La Roche, lies three leagues from Iſabella Point.

The Grange Point is known by the mountain of that name, and is ſeen at a great diſtance before you perceive the ſea coaſt.

This mountain, which is inſulated and ſtands upon a low peninſula, has very much the appear-

ance of the roof of a barn, from which it takes its name, Grange.

Being on the North ſide, you may approach it to the North Weſt within a quarter of a league.

On the N. N. E. part of it, at two leagues diſtance, is a white bottom of not more than two cables length each way, there is a ſmall ſpot on it, with only twenty-five feet water, on which the Ville de Paris ſtruck in 1781. Cloſe to it there is not leſs than ſix fathoms, then ten and fifteen, fathoms, and ſuddenly no ground.

White grounds have generally ſcattered rocks, ſo that it cannot be aſcertained whether there may not be ſome ſpots on it, even with leſs than twenty-five feet.

When you are on this ſhoal, the Grange bears South, 20° Weſt, you will then have the little Iſlands of Monte-Chriſt open of each other, the Weſternmoſt of them bearing true South 30° Weſt.

Large Veſſels ought to come up very cloſe to the Grange, or keep at a ſufficient diſtance, ſo as not to be able to diſtinguiſh from below the quarter-deck, the two Iſlots of Monte-Chriſt, which are to the Weſt of the Grange; you will then be a ſufficient diſtance off to have nothing to fear from this ſhoal.

There is an anchorage under the Grange; this anchorage is not very extenſive, but eaſily found, by ranging along the little Iſland of Monte-Chriſt, and caſting anchor on the South ſide of the Weſternmoſt Iſlot as ſoon as you get into ſix fathoms water.

Farther in you can anchor in four fathoms.

From the Grange you ſee the mountains above the Cape.

When you are about two leagues to the Northward of the Grange, it will be neceſſary (to avoid the ſhoals off the little Sandy Iſland, which is one of the Seven Brothers) to ſteer Weſt or W. and by S. three or four leagues. Then you may haul up, half a point more to the Southward, to look out for Morne Picolet, towards which you muſt ſail, as ſoon as you can perceive it.

It bears with the Grange, Eaſt 15°, North and Weſt 15° South.

To the Weſtward of the Grange, are the Seven Brothers, which are low ſmall Iſlands, covered with mangroves.

There is a channel between them and the coaſt of St. Domingo, to go to Manchineel Bay, but the paſsage is very ſhort and narrow.

There are alſo channels between theſe Iſlots, or little Iſlands; but in White Grounds, which are always uneven, and of courſe dangerous. As ſoon as you have doubled the Weſternmoſt Iſlot, which has a white ſhoal running off; half a league from it, in the W. N. W. you will ſee the Point Icague, which forms the entrance of Manchineel Bay.

On leaving the Grange, to go into Manchineel Bay, about one league to the Northward, you muſt ſteer Weſt 9° South.

In ranging along the ſhoal off the ſandy Iſlot, there is not leſs than ſix fathoms water near to its edge.

You muſt then haul up, and run about half a league off, which courſe will bring you very near to Icague Point, which is a low point, and covered with trees; when you may come to an anchor, as far within as you chooſe, from eight to ten fathoms.

The ground in the Bay is good and clean.

From Manchineel Bay, to the entrance of Fort Dauphin Bay, is two leagues S. and by W.

The coaſt is all clear and clean, ſo that you can ſee the White Ground, all along very diſtinctly.

From Fort Dauphin to the Cape the coaſt is bordered with a very white bottom, ſurrounded by a Reef, at the foot of which is a great depth of water.

These Reefs have ſome paſſages, by which ſhips can get through the middle of the White Grounds, to come in, and anchor before the mainland, but theſe paſſages are ſo croſsed by rocks and ſhoals, that it is difficult, almoſt impoſſible, to enter without a pilot well acquainted.

Caracol paſſage is the leaſt difficult and the only one, by which you can really approach the land; there is a Lime-Kiln, that ſerves as a mark.

The entrance of this paſſage is wide, and the looſing the White Grouds ſhews it plain enough, but it ought never to be attempted unleſs in a caſe of neceſſity.

As for the reſt, after you have got beyond the White Grounds, you muſt anchor, for the water ſhoals very quick in ſhore.

A ſhip drawing more than fourteen feet water, runs a very great riſk to venture within thoſe Reefs.

The town of Cape Francois, is under Picolet Mount.

There is no danger running in for Picolet Point, if you keep it bearing from S. S. W. to

S. S. E. with a breeze you can ſtand in pretty cloſe to the land, to wait for a Pilot. But ſhould you be obliged to go in without a Pilot, you muſt range along Picolet Point having the Cape about South or S. S. W. at the diſtance of a ſhort muſket ſhot; you will then perceive a White Flag placed on the North part of a Reef, and muſt ſteer S. E. and S. and by E. ſo as to leave the White Flag, on your larboard hand taking care to have a ſufficient quantity of ſail out, as you will be under the neceſſity to haul up to weather a Red Flag, which you will ſee ſoon after, and muſt be left on the ſtarboard hand, about half a cables length diſtant, being abreaſt of the Red Flag; when you have brought the Cape and Town to bear, let go your anchor.

From Mount Picolet Weſtward, the coaſt runs one league and a half Weſt, but there is no place of ſhelter, until you make Honorat Point, which forms the entrance of Port Francois.

A ſmall Reef runs from this latter point, to the Weſt one hundred fathoms out, cloſe to which there are three fathoms.

You range along this point and after having run two cables length to the S. S. E. then anchor in eight or ten fathoms, muddy ſand, having the

Fort bearing E. S. E. true North, diſtant from the ſhore about a cable and a halfs length.

This harbour is very ſmall, not having more than four hundred fathoms, from the North to the South point.

The bottom is good, and you are ſheltered from the ſtrong breezes; and in caſe of being overtaken by a ſtorm, and prevented getting into the cape, it will be a ſafe and convenient Harbour to take; beſides it is a good refuge for Frigates, ſhould a ſuperior force make it neceſſary.

The South point is covered with Reefs, which extend as far as the entrance of the Bay of Accul, and along the coaſt, without leaving any paſſage practicable.

Going to the Weſtward, the coaſt retires, or bends in conſiderably, to form the entrance of the great Bay of Accul.

This Bay is very extenſive; Rat Iſland, and an Iſlot of ſand, which terminates the chain of Reefs, that extends from Port Francois, ſhut in the entrance to the North and N. E. of it. The N. N. W. part of the Bay is ſhut in by Breakers, and ſhoals, through which there are channels, but very narrow, and difficult.

Rat Iſland lies one league and two thirds from Port Francois to the Weſt 2° South, ſo that the entrance of the Bay of Accul is three leagues and two thirds from Morne Picolet.

To go to the Bay of Accul from Port Francois you muſt get far enough to the Northward, to double a white ſhoal on which there is in ſome places, but four fathoms.

Coming from the Eaſtward, or the Northward, to enter Accul Bay, you muſt make Rat Iſland, or Sandy Iſlot, ſteering S. S. W.

When you get within a league of Sandy Iſlot, you will plainly ſee the point of the Three Mary's, and going nearer in, you will ſee in the inſide of the Bay a low point, on which is a large tuft of trees called Point Abely.

You muſt keep the Iſlot of the Three Mary's, which is near to the large point of that name, ſhut in by the tuft of trees, and ſounding for ten fathoms water ſteering a little to the ſtarboard or larboard, as the water ſhoals, on either ſide, you are then in the channel which is not more than a cables length in width, but there is not leſs than ten fathoms water, muddy bottom: on both sides you have white ſhoals, on which there is not leſs than four fathoms, except you run too far on.

After having run two cables length in this channel, it widens, and when you have brought the Sandy Iflot, which is left on the larboard hand E. and by S. true North, you may range along the Weſtern Reef, cloſe to which is ſixteen fathoms.

You continue to run on for the point of the Three Mary's, until you bring Rat Iſland, which you have left on the ſtarboard hand to bear N. W. and you may there anchor in fourteen, and eighteen fathoms water. All the ſhoals which are within, ſhew themſelves very plain.

The middle channel appears to be narrower than that of the Sandy Iflot, but it is not really ſo, ſince you have ten or twelve fathoms water, muddy bottom, cloſe to the Reefs which are very plain to be ſeen.

To enter by the middle channel or Rat Iſland, you muſt bring Rat Iſland to bear South or S. and by E. true North. As you approach it you will ſee the point of the Three Mary's, it is then neceſſary to open this point to the Weſtward of Rat Iſland, and keep this courſe, making uſe of the lead, and taking care, never to have leſs than nine fathoms.

When you are at a quarter of a league from Rat Iſland, you muſt ſteer S. E. to paſs, at a cables

length at the moſt, two Reefs, which you leave on your larboard ſide, and which ought to be ranged as cloſe as poſſible, to avoid that which lies off the Eaſt end of Rat Iſland, which you muſt leave on the ſtarboard hand; however, all theſe dangers ſhew themſelves.

Having run S. E. two cable's length, you are within the Bay, when you may ſteer for the point of the Three Mary's.

If you want to get out by this paſſage, it is neceſſary, after you have doubled the Reef of Rat Iſland, being then in the channel, bring the Cape to bear between the point Limbé and the Iſland of Tortuga, and run ſo untill you have brought Rat Iſland to open its own length to the Eaſt of the Three Mary's, then ſteer N. W.

You will not find leſs than nine fathoms water, in all the channel, and often fifteen to ſixteen fathoms.

This paſſage is more eaſy and ſhorter than the firſt, beſides if you ſhould be taken a-back, you can anchor immediately, the ground being hard mud, and good hold, and the water ſmooth and ſheltered from the breezes.

The third paſſage, or Limbé paſſage, is the beſt of all, being wide enough for ſhips to beat up it.

It lies between the coaſt of the Iſland of St. Domingo, and the breakers, to the Weſt of Rat Iſland, which extend to within half a league of the point of Icague.

To enter by this paſſage, you run for the little Iſland of Limbé, till you bring Icague Point to bear South.

It is known by the ſteep rocks which form it, and is the only high point which is ſeen from the Limbé.

Coming from the Eaſtward, towards this point, the Cape bearing South of the World* you will ſee a conſiderable ſhoal, which is called Caque Vieille, at the foot of which are five fathoms.

You will ſteer S. E. in the mid-channel between this ſhoal and the Point Icague, and you will have from ten to fifteen fathoms.

Bring then the Cape to bear with Morne Rouge, you will have an anchorage of twelve and fifteen fathoms to the Weſtward of the point three Mary's.

If you have occaſion to beat through this paſſage, you need not be afraid of coming too near the ſhoal, at the very foot of which there is deep water.

* Le Cape au ſud du monde.

At that ſide there is deep water within a cables length.

Off the low point of the great Boucan, there are ſome breakers, which always ſhew themſelves, and at the foot of which there is eight or ten fathoms, and nothing to fear.

Once you have brought this point of the great Boucan to bear S. S. W. by compaſs, you are within, and may anchor any where.

If you wiſh to go farther up the bay, it will be neceſſary, after you have paſſed the point of the Three Mary's to bring the Cape to bear with Morne Rouge, which you muſt range within half a cables length as there is a ſhoal between it and Point Abely, which is oppoſite to it.

After having paſſed Morne Rouge you will ſee Lombard Bay, into which you can go, and anchor as cloſe to the land as you pleaſe, in ſeven fathoms muddy bottom.

In following this track you will find all over the Bay from ten to fifteen fathoms muddy bottom.

There is a ſmall ſhoal, ſo very ſmall that it is difficult to find it, it is about half a mile S. S. W. of the Three Mary's Rocks, but it is eaſily avoid-

ed by not going too ſoon to the ſouthward of the Three Mary's and ſtanding over towards Abely Point into the middle of the Road-ſtead, and then you will ſteer for Morne Rouge.

This Bay is an excellent ſhelter in time of war, for frigates, or even for large Men of War.

The watering there is very difficult, but it might without much trouble be made very convenient; it is very good near the Lime-Kiln, in the bay on the North ſide of Morne Rouge.

You muſt not go farther up the Bay, than Lombard Point, which is to the ſouthward of Morne Rouge, there are ſeveral ſhoals, which rise ſuddenly.

From the Bay of Accul the coaſt runs W. N. W. to the Iſland of Limbé, afterwards to that of Margot.

This laſt is more detached from the land, and of a round form.

It may ſerve to point out to you L'Anse à Chouchoux, (or Chuochoux Creek) which is only two miles to the weſtward of it.

L'Anse Chouchoux is four leagues and a half, from Morne-au-Diable, (or the Devil's

Hill) which forms the entrance of Port Francois, and from the Picolet ſix leagues W. 8° true north.

The bottom is good all over the bay and there is not leſs than ſix fathoms, and towards the middle ſeven fathoms water.

To enter it you muſt range very cloſe to the eaſt point where you have ſix fathoms cloſe to the ſhore.

As ſoon as you are within, let go your anchor, for you are almoſt immediately taken a-back, by the return of the wind, and by the calm which prevails in this bay, however ſtrong the ſea breeze may be without.

A frigate might go in and anchor in five fathoms water, to the weſtward of two ſmall houſes, which you will ſee, in doubling the eaſt point.

You may at a diſtance diſcover the entrance of the Bay of L'Anſe Chouchoux, at firſt by the large round Iſland of Port Margot, as already mentioned; as alſo by a white ſtreak, which runs down the ſteep ſide of a hill, at half a league weſt of the entrance.

Weſt of Chouchoux Creek, is a very ſmall [illegible] called Salt River, but can only be uſe[illegible] craft.

[illegible]reek, [illegible] by ſmall

From Chouchoux Creek the coaſt runs W. 28° north one league and a third, to another bay called the bottom of the Grange, which is ſituated to the Eaſtward of the Point Palmiſt, known by a chain of rocks that extend a ſhort league, almoſt to the large point of Icague.

The bottom of the Grange is a good bay, and will do even for a man of war, in caſe of neceſſity; it is ſmall but the bottom is good all over, and there is not leſs than ſix fathoms water cloſe to the ſhore.

You are not ſo well ſheltered there as in Chouchoux Creek.

To enter you muſt range along the Eaſt Point and caſt anchor about the middle of the bay, in ſeven fathoms water, muddy ſand.

At a ſhort league from this Bay, is Point Icague which is round, and formed by ſeveral other points. You muſt not come too near the land to the eaſtward of Point Icague, on account of the ſunken rocks, which run almoſt from Point Palmiſt, to that of Icague.

These rocks extend half a league out into the ſea.

From the Point Icague the coaſt runs weſt 14° north, and is about three ſhort leagues to the Ca-

renage Point of Port Paix, which is the northernmoſt head-land, of this part of the coaſt, and is often taken at a diſtance, for Point Icague; all this part of the coaſt is very ſafe.

It is at Icague Point that the paſſage of Tortuga commences, and terminates north and ſouth, nearly abreaſt of Mouſtique Bay.

Near the point of the Carenage, is the narroweſt place.

This paſſage is good and ſafe, ſhips may eaſily run up it, and it is in general a great advantage, when the current runs up, to paſs through this channel, when you intend to go to the windward of the iſland.

The Iſland of Tortuga is ſix leagues in length, and one broad; it is of a moderate height; all the north ſide is an iron-bound coaſt abſolutely bold.

To the ſouthward of the west point is a ſandy bay in which there is good anchorage. The coaſt on the ſouth ſide, is almoſt every where bordered with white ſhoals ſurrounded by reefs.

There is an anchorage, oppoſite to ſome huts towards the middle of the iſland, at the place called La Vallée.

The only good anchorage for ſhips drawing from fourteen to ſixteen feet water, is that of Baſſe Terre, within the reef, one league and a half from the Eaſt Point; the paſſage is narrow, but eaſy; you muſt draw cloſe in to the windward reefs, leaving them on the ſtarboard hand, & Steer N. N. W. and by N. to double thoſe you leave on the larboard hand; you need not be afraid of coming near the land: as ſoon as you have brought the leeward reef to bear about S. W. you may let go your anchor in good ground. Large ſhips may come to an anchor, outſide of the reefs, about a mile to leeward of Baſſe Terre, on white bottom.

To the eaſtward farther than Baſſe Terre, towards Portugal Point, there are ſeveral creeks, in which ſloops or ſchooners may anchor, but would not anſwer for larger veſſels.

The channel between this Iſland, and St. Domingo is at the eaſt end, two leagues and a quarter broad; and two leagues at the narroweſt place, oppoſite Carenage Point, then a little farther it widens to two and a half, and three leagues.

It is neceſſary that ſhips turning up, ſhould ſtand cloſe in to both ſhores, off which they may ſafely venture within leſs than a mile, all your dangers are above the water, and viſible. The current

near the ſhore is ſtronger, and the wind is often favourable, but in the middle neither the wind or current are ſo advantageous; there are times, when the currents are ſo ſtrong as to occaſion in the middle of the channel, two currents oppoſed to each other, with a conſiderable croſs ſea, cauſed by them.

As the coaſt on each ſide the channel forms ſeveral bays, the ſetting of the currents are not uniform, or in any certain direction; you will ſee the bed where they croſs each other, in a hundred different ways.

When it happens that the current runs down, or to the weſtward, which is very ſeldom the caſe, and never happens except in the ſummer time, it is very ſtrong in this channel, it would be a folly then to attempt the paſsage. It is neceſſary then to ſtand to the northward of Tortuga, ſix or ſeven leagues, and you can work up very eaſily.

From the Point Carenage the coast extends two miles to the point of the fort of Port Paix, off which is a reef of a cables length, with thirteen fathoms water cloſe to it. The anchorage of Port Paix is of conſiderable depth, though the bay is very ſmall.

You may anchor off the north part of the town, in twelve or thirteen fathoms, the bottom muddy ſand, within a cable and a halfs length of the ſhore.

From Port Paix the coaſt runs weſtward, nearly in a right line, and is an iron-bound ſhore, almoſt the whole way to Mouſtique Bay, which is diſtant from Port Paix, about four leagues; the coaſt is very ſafe and good.

Moustique Bay, though very ſmall, may in caſe of neceſſity ſerve as an aſylum for a ſhip in diſtreſs; there is a battery on the eaſt point, which you muſt paſs by, in going in, leaving it on the larboard hand, and as ſoon as you have doubled it to the ſouthward, let go your anchor in twelve or fifteen fathoms water, within a cable and a halfs length of the ſhore, the ground in this bay is very uneven, and interſperſed in many places with rocks, in other parts it is very good.

You muſt be careful not to let go your anchor till you have found ſoundings; for at the entrance of the bay, there is no ground at forty fathoms; you muſt bring the battery to bear at leaſt N. N. E. off the weſt point there is a ſhoal, which runs near a cables length into the bay.

From Mouſtique Bay the coaſt runs one league and a half to the weſtward, to Port à l' Ecu, (Crown Point) the whole is an iron bound coaſt, with deep water.

Port à l' Ecu is a better anchorage than Mouſtique Bay, but it is not ſo eaſy for large ſhips to come at; the entrance is narrow, on account of a reef and ſhoal, on which there is only three fathoms water, extending two cables length, and which goes quite round the eaſt point, to the inſide of the bay.

To come to this anchorage, it is neceſſary, after giving a birth to the eaſt point, which you leave on your larboard hand, to haul your wind, ranging along the eaſtern reef, and let go your anchor in eight to ten fathoms muddy bottom, towards the middle of the bay, the houſe bearing, S. S. W. true North.

You may alſo go farther in towards the houſe in the bottom of the bay, as near as four fathoms.

The ſouthweſt coaſt is ſafe, and bold, there is deep water cloſe to the White Ground, which is very near the ſhore.

From Port à l' Ecu, the coaſt runs to the weſtward 5° North for two leagues and a half to the

point of Petit Jean-Rabel; and two miles farther to the eaſtward is Jean-Rabel Point; which forms the entrance of the anchorage of that name.

The anchorage of Jean-Rabel, is good and ſafe; it is eaſily found, by going near to the eaſtern reef, at the foot of which you have ten fathoms water.

The anchorage for large veſſels is, in twelve to fifteen fathoms water, at two cables length from the Eaſtern Breakers taking care not to join the two points on that ſide, there is then anchorage in fifteen fathoms, muddy bottom.

You can anchor farther in, but do not look for leſs than eight to ten fathoms, as the water ſhoals ſuddenly, and the ground is not ſo clean inſide.

The Debarcadaire (landing place) is very eaſy at all times even ſhould there be a ſwell, it is good under the battery.

It is an excellent retreat from an enemy as the battery appears to be very well placed.

The only winds to fear here are the north and northweſt; for any thing elſe, the ground holds well.

To the N. W. of Jean Rable Point, having the half of the Iſland of Tortuga open with that

point, at a ſhort leagues diſtance from the land, you will find ſixty fathoms water, muddy bottom, and a league farther the depth increases to eighty fathoms.

From Jean-Rabel the coaſt forms a great bight to the ſouthward, as far as the point of the peninſula which lies W. S. W. four leagues and a third from it; all this coaſt is rocky, and does not offer any ſhelter.

At all times the currents are very perceivable, near to this coaſt, they ſet in-ſhore; but at two leagues out to ſea, they are leſs perceivable, and commonly ſet to the N. E.

In approaching the peninſula, they become more violent, and ſet to the northward.

The weſt point of this peninſula forms the north entrance of the bay of St. Nicholas Mole.

The bay of St. Nicholas Mole is large, and ſpacious at its entrance; but grows narrow towards the town, which you ſee as ſoon as you double the cape St. Nicholas.

You can ſtand in to the land, on both ſides but in turning up, it is better not to go ſo cloſe in on the ſouth ſide as on the north, for ſhould you miſs

ſtays, it is neceſſary to have room for wearing, there being no anchorage, on account of the great depth of water; whereas on the north ſide there is anchorage all over, altho' very cloſe in with the ſhore.

You can anchor before the town, under the barracks in fifteen or eighteen fathoms water, ſandy bottom.

It is neceſſary in going in, to watch the ſqualls which ſometimes come down from the land with ſuch violence as to endanger the maſts.

In going out of the bay of St. Nicholas, you ſee, to the ſouthward the point of the mole, which forms its entrance. Two miles to the ſouthward of it you will perceive, Le Cap á foux, it lies at the weſtern extremity, of a large point which rounds into the S. S. E. for two leagues and two thirds, as far as Pearl Point.

You will know Cap á foux, by a ſmall rock, which is at its extremity; the ſhore is ſteep, without any ſhelter.

It is generally a calm here; the currents cloſe in-ſhore, ſet to the northward, and two leagues out, to the W. and W. S. W.

From Pearl Point the coaſt runs S. E. one league, then to the E. S. E. the diſtance of three leagues and a half, to the point of the Platform.

This point is diſtinguiſhed as well by its flat form, as by its being the moſt ſouththerly point of this part; you can come to here, by caſting anchor oppoſite a ſmall ſandy cove, at the bottom of which ſome houſes are ſeen.

You anchor near the ſhore, in eight or ten fathoms on a weedy bottom.

From the point of the Platform, to point La Pierre, which forms the weſt entrance of the Gonaives, the coaſt trenches in towards the north about two leagues and goes rounding to Porte à Piment (Piments harbour,) from whence it runs to the ſouth to join the point La Pierre.

This point is high and ſteep, and bears with the point of the Platform E. 18° ſouth and W. 18° north true north, diſtance ten and a half leagues.

All this coaſt is ſafe, and may be ranged very near; there is anchorage in the bay of Hene and Pimento harbour for large veſſels, but they ought to be uſed only in caſe of neceſſity; in the winter months, there are gales of wind almoſt every night,

coming from the S. E. ſome of which are violent and without you have buſineſs on this part of the coaſt, it is beſt to ſtand off two or three leagues ſo that you may with any wind, keep to the weſtward.

The bay of Gonaives is very large and fine, the anchorage excellent, and the entrance very eaſy.

You range along the ſhore to the northward half a league or two miles, ſteering a few degrees to the northward of eaſt, and you may come to in ſix or ten fathoms water, muddy bottom.

You will find from the entrance, under the point of Gonaives, which is low, and one mile eaſt of point Pierre, fifteen and twelve fathoms; the water decreaſes as you get into the bay. When you are a good half league from the land, and two miles from the Debarcadaire, (or landing place) you will find ſix fathoms water.

After you have doubled Gonahieve point, leaving it on your larboard hand, on entering, you will ſee fort Caſtries, which you muſt not approach too near, as their is a key, that lies about a mile ſouth of the point whereon the fort ſtands.

From point La Pierre, to cape St. Marc, is eight leagues; theſe two points bear from each

other S. one quarter S. W. and N. one quarter N. E. which is likewiſe the direction of the coaſt.

One league to the northward of St. Marc's bay, is a low point, which appears at a diſtance like an Iſland; It forms a cape, that runs out a mile to the weſtward of the bearings above given; it is called La Point du morne au Diable, (or the Devil's Hillock point,) and ſerves to ſhew the mouth of the river Artibonite, which falls into the ſea two miles to the northward of this point.

There is anchorage all along this coaſt, but for ſmall veſſels only.

Cape St. Marc is high, and of a round form; you ſee at a great diſtance, the hillock which forms it, and which is diſtant only one mile from the ſea ſide.

The opening of the bay of St. Marc, lies to the north of this cape; it extends one league within the land, and has great depth of water in it, you may anchor at the bottom of the bay, under the town, in fifteen or eighteen fathoms water. Small veſſels may anchor in conſiderably leſs water, but they will be very near the ſhore.

The point of the Platform, is to the north; the coaſt from the Gonaives, to cape St. Marc, to the

eaſt ; and the coaſt north of Gonaives iſland to the ſouth, form the gulf of Gonaives.

Cape St. Marc, is the ſouthernmoſt point of it, and with the northeaſt point of Gonaives, forms the entrance of St. Marc's channel.

When you have doubled Cape á Foux, and are to the weſt of Pearl Point, about two leagues, if you are bound to St. Marc, or to Port au Prince, you muſt make St. Marc's paſſage, and ſteer your courſe S. E.

After having run ſixteen leagues, you will be eaſt and weſt of cape St. Marc at the entrance of the channel, you will then ſteer eaſt to go to St. Marc.

Going to Port au Prince, you will continue your courſe S. E. till you make the Arcadins, or if it ſhould be at night, after having run five or ſix leagues to the S. E. ſteer S. S. E. 5° E. to paſs in the mid-channel, between the Arcadins and the eaſt point of Gonaives.

Having run in this track about three leagues, you will ſteer S. E. and by E. about four leagues and a half to fall in with Point la Mentin, which is on the ſouth ſide.

You muſt range this coaſt pretty near without any fear of going too cloſe, for the purpoſe of a-

voiding the ſhoals of an iſlot of ſand, which lies a ſmall league to the northward of point la Mentin.

If you arrive in the night off this point you would do right, after you have run paſt it a mile, or half a league, to anchor.

You will find twelve or eighteen fathoms water, the ground good, and the water always ſmooth.

Sometimes you are obliged to turn in this channel, in which caſe, you muſt not go ſo near the Gonaive, as the St. Domingo ſide, which is a ſafe ſhore, and which can be approached any where within half a league.

The Arcadins are not much to be feared; there is a ſhoal that ſtretches out from them a mile, or half a league at moſt, on which there is five or ſix fathoms water, and on the edge of the W. and S. W. ſide there is twelve to fifteen fathoms, corally ground.

In the hurricane months you are almoſt ſure in this channel to meet with violent ſtorms every night.

The beſt method to follow, in that caſe will be to lay to, ſometimes on one tack, and then on the other, as well to avoid the force of the wind, (which is very violent,) as the ſhoals of the little Gonave; or if you can foreſee the gale, coming on, it will be better to look out an anchorage on the St. Do-

mingo ſide, near to Archahei point, or on the north of Logane, to the S. E. of the little Gonaive, as you have ſoundings from the white ground of little Gonaive as far as Logane.

You may paſs likewiſe, if you chooſe, between the Arcadins and the land, the channel is five miles wide and in the middle of it, you will never have leſs than ten fathoms. The water decreaſes as you approach the Arcadins, at one mile diſtance you will have ſix and eight fathoms water corally ground, at the ſame diſtance, from the St. Domingo ſhore, you will find the ſame depth of water, but with a muddy ſand.

The greateſt length of the Iſland of Gonaive, E. S. E. and W. N. W. is ten leagues and a half, and its breadth, which is very regular, is two leagues, from north to ſouth.

The north-eaſt point is low. There is a reef which runs out to the eaſtward of it, half a league; and then extends a long ſhore to the ſouthward, of the ſame diſtance from the land; on the inſide si a white bottom, with from one to three fathoms.

The eaſt point is high, and ſteep without any White Grounds, but you fall in ſoon after, with the ſhoals of the little Gonaive, which come within a quarter of a league of the point; theſe ſhoals do not extend much to the northward of the eaſt point of the little Gonaive, but

they project a league to the eaſtward. There is cloſe to their edge eight fathoms corally bottom.

South-eaſt of the little Gonaive there is a White Ground, ſeparate from the other, half a mile, over which you may paſs, without fear.

You will find on every part of it from ſeven to twelve fathoms water, notwithſtanding that the bottom appears very white. This ground extends almoſt two leagues from the little Gonaive; in general, a large ſhip ought not to go within one league and a quarter of the little Gonaive.

From the little Gonaive, to the weſt point of the great Gonaive, the coaſt is ſafe.

The coaſt to the northward of this iſland is alſo ſafe and clear, having only one White Ground, which extends half a league from Point Bahama, ſituated nearly in the middle of the iſland.

Leaving Port au Prince, to go to the little Gonaive, you range along the ſouth at the diſtance of one or two miles; as far as the point of Leogane, all this ſhore is ſafe and clear.

From point la Mentin, to Leogane point, there is no anchorage; but from the point of Leogane to the anchorage off the town, there is good bottom all along the ſhore.

After you have paſsed Leogane you muſt ſteer for the Tapion of the little Gonaive, and you come to an anchorage in the bay, leaving on your larboard hand a little iſland, near the coaſt, ſituated north of the town, to the W. S. W. of which, you may anchor.

Petit Gonaive is nine leagues from Port au Prince, but having to double the point of Leogane, you will have a run of twelve leagues to come to it.

From the Tapion of Petit Gonaive, to that of Miragoane, the coaſt runs W. one quarter N. W. 5° North three leagues and two thirds, then W. one quarter S. W. one league and a half, to the Careening iſland of Miragoane bay.

Two leagues and three quarters north of this iſlet, is the eaſtern extremity of the White Ground, which joins the reef called Rochelois.

To anchor at Miragoane, you come within a a mile of the Careening iſland; then you will perceive a ſmall town at the foot of a mountain and ſome ſmall Mangrove iſlands to the weſtward; you keep the mid-channel, between the ſhore and the firſt iſlot, and come to an anchor within, leaving the little iſland on the ſtarboard, and the ſhore where the little town is ſituated, on the larboard

hand, from eight to eighteen fathoms water muddy bottom.

This anchorage ought not to be taken without a pilot, the paſſage, or channel, is but little more than a cables length, in width, and you muſt anchor as ſoon as you are within.

If you chooſe you can anchor outſide of the little iſlands of Mangroves, but in no leſs than twenty-five fathoms.

From Miragoane Careening iſland, the coaſt forms the bay of that name, ſhut in on the north, by Frigate Iſland, off which runs a ſhoal half a league to the eaſtward of it. The extremity of this White Ground, extends nearly north to the anchorage at Miragoane, which obliges you to range along the ſhore cloſe to the little iſland in coming in, or going out; then the coaſt runs weſt, as far as the village called Rochelois, ſituated at the foot of a large hill.

It is to the north, five degrees eaſt of this village at three leagues, lies the reef, called du Rochelois.

The reef called du Rochelois is of very little extent, ſome of the rocks are out of the water. You may range very near them, on the ſouth and north

ſides; on the weſt ſide there is a White Ground of two miles extent on the edge of which there is only four, or five fathoms water.

One league eaſt of theſe breakers there is a rocky bottom, but ſcarely viſible, having on it from ſix to eight fathoms water; ſo that there is nothing to fear, but the rocks themſelves, whoſe extent is not more than a cables length. They lie three leagues from the ſouth ſhore, and three leagues and one third from that of Gonaive.

The channel on the north ſide being as clear as that on the ſouth ſide, and the ſouth coaſt being very clear in every part, it is eaſy to avoid this danger.

From the village of Rochelois, to the entrance of the bay of Baradairs, the coaſt runs W. one quarter N. W. five leagues and a half.

The bay of Baradairs is formed towards the eaſt by Roitetet's point, and towards the weſt, by the eaſtern extremity of the Bee-du-Marſouin, or the Porpoiſe's Snout.

Theſe two points bear from each other N. N. W. and S. S. E. diſtant one league and one quarter. To anchor in the bay of Baradairs, you keep one third nearer the Porpoiſe Snout, than Roitetets point, and ranging along the peninſula of

the Snout, you come into an anchorage of from eight to ten fathoms.

There is a great depth of water in the middle of the bay, and you can judge for yourſelf as to coming to, either at a diſtance or near to the ſhore.

This bay is very extenſive, but there are weedy ſhoals at the bottom, which will not permit of your going in, and taking an anchorage without a pilot.

The north of the Porpoiſe's Snout to the north point of Great Caymite iſland, lay W. N. W. and E. S. E. from each other, and are diſtant four leagues and a half.

The coaſt weſt of the peninſula of the Porpoiſe's Snout, bends into the ſouth, and forms a bight of two leagues; then rounding a little, it runs W. N. W. as far as Jeremie, a diſtance of ten leagues.

This bight, and the iſland of Great Caymite form a large bay called the bay of Caymite, where there is a very good anchorage for all ſorts of veſſels.

You may come in without a pilot, and anchor under the Great Caymite, in what depth of water you pleaſe.

You can alſo anchor in the bay of Flamands near to the peninſula.

You range along the ſide of the peninſula, and anchor oppoſite a ſandy beach, in what depth you pleaſe.

The bay of Caymites offers in its bendings ſeveral very fine anchorages, which it is eaſy to come at.

There is no good paſsage between the ſhore and Caymites; and you will not find more than thirteen feet water upon the White Grounds of the Little Caymite and of the little iſland of Foucaud, and then there are ſeveral coral rocks which riſe within two or three feet of each other.

So that only very ſmall veſſels can riſk thoſe White Grounds without a pilot.

They extend as far as three leagues W. S. W off the Grand Caymite.

From the north point of Grand Caymite, to Salt River point, which is a league and a half W. N. W of point Jeremie is nine leagues and a half. This Salt River point is the moſt northerly of all the coaſt, from Port au Prince.

One league and a half eaſt of this point, is that of Jeremie, under which is ſituated the village of that name.

The anchorage at Jeremie is of very little extent, upon an open ſhore, and it will be neceſſary to avoid ſtaying there in the ſeaſon of the northerly winds. Sloops and ſchooners can go inſide of the reefs, but there is no ſhelter there for large veſſels; in general it is a bad anchorage, and ought not to be ſought for, but in caſe of neceſſity, and only by veſſels drawing from twelve to fourteen feet water.

From Salt River point, to Cape Dame Maria, the coaſt runs W. one quarter S. W. 5° ſouth, four leagues and a half.

All this ſhore is ſafe and bold, within a quarter of a league; it does not offer any ſhelter; though in caſe of neceſſity you might anchor in Clair Bay, which is one league and a quarter from Salt River.

This bay, or creek, is very ſmall; two ſhips of one hundred feet long, would find it difficult to ſwing clear of each other.

This anchorage is eaſily diſcovered by keeping cloſe along ſhore; it can only ſerve as a ſhelter for ſmall veſſels.

As ſoon as you diſcover Cape Dame Maria, by the falſe cape of that name, at about half a league diſtance, you will find ſoundings in from fifteen to eighteen fathoms.

You may range along this cape, at a quarter of a league diſtance, in from eight to twelve fathoms, weedy bottom.

According as you get inſide of the bay of Dame Maria, it will be neceſſary to draw cloſe in to the ſhore, ſteering S. E. the winds being almoſt always againſt; and with your lead in your hand, you come to an anchor a little to the W. N. W. of a large white tapion or mound, on which there ſtands a battery.

You can anchor five fathoms within a muſket ſhot of this tapion or mound.

There is bottom all over this bay, at one mile from the ſhore, from four to ſix fathoms and at the diſtance of two miles, as far as ten fathoms.

You are ſheltered from the winds between the north and the ſouth, paſſing by the eaſt; notwithſtanding which, ſhips that anchor in eight or ten fathoms will feel the ſwell, if there is a freſh breeze without.

From cape Dame Maria, to the point des Irois, the coaſt runs S. S. W. five leagues, and forms ſeveral bays and creeks where veſſels may anchor.

In general along this coaſt a frigate may run in, keeping the lead going, and come to anchor in any

part, there being neither ſands, nor ſhoals, under water, and the ground gradually increaſing according as you approach toward the ſhore.

At two leagues and a half, to the S. S. W. of cape Dame Maria, are ſome rocks called Baleine, or the Whale, about half a league from the ſhore, oppoſite Miniſter's point.

Theſe rocks are above water and ſurrounded with a white ſhoal, which does not extend more than half a cables length, on which there is four fathoms water.

You may paſs through between the ſhore and the breakers, there is ſix fathom water in the middle paſſage. On the outſide you may range as cloſe as you pleaſe to theſe rocks—at all times the ſea breaks round them.

At one league and a half from Baleines, the Whale, lies the little iſland of Pierre Joſeph, where a convoy might anchor, and the anchorage is good and eaſy to take; large ſhips anchor to the S. W. of the little iſland.

All along this part of the coaſt weſt of the iſland of St. Domingo, you will find ground, to the diſtance of two leagues; the depth gradually increaſing according as you leave the land; at

one mile from the ſhore you will generally find from four to five fathoms; at two miles from ten to twelve fathoms; at a league you have regularly fifteen to ſeventeen fathoms. You will looſe ſoundings ſuddenly when you get into thirty fathoms.

The point des Irois is the moſt weſterly point of the iſland of St. Domingo. It is not very high, but it is remarkable by a ſmall hillock on its extremity, which appears detached and to form a ſmall iſland. This point is that which forms the north point of the bay of the ſame name.

You may range along the northern ſhore inſide the bay; there being nine to eighteen fathoms water touching the ſhore—cloſe home to the land.

The anchorage is to the N. W. of a black rock, which is ſeen a little way to the ſouthward of the town of Irois, and is from nine to ten fathoms, ſhelly bottom.

You can alſo anchor to the ſouthward of the little iſland of rocks, to the W. N. W. of a little mound towards the middle of the bay.

The depth in this place is from eight to nine fathoms, ſand, and muddy ground.

This bay is open to the ſoutherly winds; there

is almoſt always a great ſea within, and the landing there is difficult ; It is ſituated in the eddy of the current, which ſets to the northward on the weſt ſide and to the S. E. on the Eaſt coaſt.

The ſea outſide is alternately agitated with violence by the N. E. and eaſt winds which prevail along the weſt coaſt, and by the S. E. winds that blow on the ſouth coaſt.

This bay is terminated to the ſouth by cape Carcaſſe, which, with Cap à Foux forms a large roundiſh bluff which terminates at Cape Tiburon.

Theſe three capes ſeen at a diſtance form but one, which is called Cape Tiburon. You may eaſily know it by its form and height. It is a large mountain, very lofty, whoſe top is rounded ſomething like a Panier on the back of a Doſſer, and comes down gradually towards the ſea.

Cape Tiburon, properly ſpeaking, is one league and one third from the point of Irois, to the ſouth, 30 degrees eaſt. It forms the entrance of Tiburon bay, which extends to eaſtward of the cape.

You will not find any ground at fifty fathoms, being at two cables length from the ſhore, from cape Carcaſſes, as far as cape Tiburon ; but at the ſame diſtance from this latter cape, you will

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find twenty-four to thirty fathoms ; a little farther out you looſe ſoundings very rapidly.

The bay of Tiburon is ſheltered, on the eaſt, and to the ſouth, by point Burgos, at the extremity of which, there is a ſmall reef which runs a cables length out.

You anchor to the northward of this point, at a quarter of a league from the town, in ſeven or eight fathoms, muddy bottom.

All the bay is clear and good ground, if you do not approach too near point Burgos, in the weſtern part, where the bottom is covered over with rocks.

There is nothing to fear in this bay, but the ſoutherly winds, and ſmall veſſels can get ſo cloſe to the ſhore, in three or four fathoms, as to get under the ſhelter of point Burgos.

With every other wind the ſea is ſmooth, the landing place is eaſy. The water there is excellent, and got with great facility.

From cape Tiburon to point Burgos is a ſhort league ; the bearings of theſe two points is E. S. E. five degrees ſouth, and W. N. W. five degrees north.

From point Burgos, to a low point called Old Boucand ; the coaſt runs E. S. E. five degrees ſouth, one league and one third.

This part of the coaſt is not ſo ſafe ; there are ſome white ſhoals and breakers off Aigrittes point, but which do not extend more than half a league out.

From the point of Old Boucand the coaſt runs to the N. E. one league and a half, rounding off afterwards to form what is called, le fond des Anglois (the Engliſh bottom.

This coaſt is ſafe but does not offer any good anchorage ; you may anchor very cloſe in to the land, but you are not by any means ſheltered from the ſea breezes.

From the fond des Anglois, the coaſt begins to run to the E. S. E. one league and one third, to a large hill called Les Chardonniers, and which is very remarkable at a diſtance.

Then after having for med a bay of half a league, it runs to the S. S. E. ſix leagues and a half, to the point á Gravois, forming ſeveral little creeks which cannot be conſidered as anchorages. The only one, any way large, is port Salut, at a ſhort league to the N. N. W. of point á Gravois.

The point á Gravois is low, and difficult to know well, it is eaſily miſtaken for that of port Salut.

From this point the coaſt is not very high, and runs eaſt two degrees north, three leagues to the point de l'Abacou.

The point of Abacou, is low at its extremity, and riſes a little in land ; it is formed by two points of reefs which extend one quarter of a league into the ſea ; you may range along them without fear; at half a league diſtance you will find no bottom at forty fathoms.

At this point begins the bay of the Cayes.

The coaſt after having doubled Abacou, runs to the N. N. W. then to the N. W. and afterwards rounds towards the eaſt, 'till you come to the town of the Cayes, which bears N. one quarter, N. E. two degrees eaſt from the point of Abacou, at three and a half leagues.

The S. W. point of the iſle a Vache, (or Cow iſland) forms the eaſt ſide of the entrance of this great bay——it bears E. one quarter, N. E. from point Abacou, two leagues and a third.

In the middle channel between the point of Abacou, and the weſte ſide of the iſle a Vache,

you will find twenty-five fathoms, then the depth decreaſes towards the coaſt of the iſle a Vache.

Off the ſouth weſt part of this iſland, there is a white ground, where you will find from five to ſeven fathoms rocky bottom, as far as a mile and a half out; but as you approach towards Diamond point, is not nearer than one quarter of a league, and the bottom becomes good in ſix or ſeven fathoms.

Being come eaſt and weſt of Diamond point, there is ſoundings all over, from one ſide to the other.

The anchorage is good to the weſt of Diamond point, or more to the northward, oppoſite a ſandy creek, from ſix to ſeven fathoms, ſandy and muddy bottom.

To go into Aux Cayes, you range along, in ſix fathoms, the N. W. point of the iſle a Vache, and you direct your courſe to diſcover on the larboard hand, the white hillocks of Cavaillon; the courſe is nearly N. one quarter N. E.

You will then leave on the larboard hand, a large reef ſurrounded with a white ſhoal, which fills almoſt all the middle of the bay; then, when you have brought the town to bear N. W. one

quarter W. you muſt haul up two points to windward of the town, towards the Company's iſland, where you may anchor, if you do not wiſh to go into the road of the Cayes; or if you do, ſhorten ſail, one quarter of a league, or a mile from the ſhore, and the pilot of the port will convey you in.

The paſſage or channel, is two-thirds of a cables length in breadth; no veſſels drawing more than thirteen feet water can go in there. Large ſhips drawing from fifteen to ſeventeen feet water, come to anchor at Chateaudin, half a league to the weſtward, and which is ſeparated by ſhoals from the port of Aux Cayes.

To anchor in the road of Chateaudin having been at the anchorage of the iſle a Vache in eleven or eight fathoms to the W. or W. N. W. of the Diamond, you muſt ſteer directly for Torbee, which is a ſmall town very eaſily diſtinguiſhed in the inſide of the bay; the courſe will be about N. W. approaching towards the ſhore, within about two miles, you will diſcover a little white flag, which is placed on a ſhoal; you muſt double it to the weſtward, and leave it on the ſtarboard hand.

You can range along it within half a cables length; when you have brought it to bear ſouth,

you ſteer along the coaſt, for the road of Chateaudin, where you anchor in ſix or ſeven fathoms, muddy bottom.

In all this paſſage, if you keep the channel, you will not find leſs than from ſeven to nine fatoms, and often twelve and fifteen, muddy bottom.

The iſle of Vache is three leagues in its greateſt length, and not more than one league in its greateſt breadth; it is mountainous, and appears at the diſtance of ſix or ſeven leagues like a cluſter of ſmall iſlands.

From the N. W. point coming to that of the S. W. the coaſt is ſafe; you will find the water ſhoaling gradually, as you come near the land.

Off the S. W. point is the white ſhoal, already mentioned, which it is neceſſary to give a birth to, coming from the eaſtward, to anchor at the iſle a Vache. The ſouth ſide is bold; there is a reef which runs almoſt the whole length, at a cables length diſtance, as far as the eaſt point, where there is a white ſhoal, which joins that of the reef de la Folle, which is to the northward of this point.

From the N. W. point to the point of la Folle, on the north ſide of the iſland there is a chain of

ſhoals, and ſmall iſlands, amongſt which there are narrow paſſages.

On this coaſt is the bay Feret, where there is a very good anchorage, but to get there it is neceſſary to keep well in the channel, without which, you run the riſk ſometimes of not having more than two or three fathoms water.

The moſt northerly of theſe little iſlands, is called Caye-a-l'eau (or Water Key.) It is remarkable by a tuft of large trees, of which one is conſiderably higher than the others.

The ſhore of this little iſland is bold, there is a good anchorage, at ſome diſtance from it, on the north ſide, from fifteen, even to thirty fathoms water.

From the Cayes the coaſt runs E. N. E. one league, as far as the tapion or hillock of Cavaillon, which forms the entrance of the bay of that name; half way between, is the Company's iſland where you anchor, if you do not chooſe to go into the harbour of the Cayes.

You muſt not go too cloſe to the tapions of Cavaillon on the S. E. part, as there is a flat, or ſhoal, on which there is only ſix feet water, which is called le Mouton (the Sheep) it is ſituated to the S. E. of the moſt eaſterly point of the tapion, at

the diſtance of half a mile. Between this ſhoal and the land there are eight fathoms water.

The bay of Cavaillon is pretty large, but the anchorage is of little extent, the coaſt to the weſt is too ſteep, and the bottom is covered with rocks, you muſt come to an anchor on the eaſt ſide of the bay, oppoſite a coaſt covered with mangroves, which you can approach without fear; the ground there is good, and you have five fathoms water almoſt to the ſhore.

In this bay you are ſheltered from the ſea-breezes by the eaſt point, which appertains to a ſmall iſland, which leaves a paſſage in the mangroves, by which there is a communication with the bay des Flamand. In the bottom there is a river which is ſhut in by a bar, that can only be paſſed at high water.

The bay des Flamands (or Flemiſh bay) is one quarter of a league, from that of Cavaillon; it runs into the land towards the N. E. it is the place where ſhips paſs the winter or the hurricane months —the entrance and ſhores of this bay are ſafe and bold; you may anchor any where, all over—you will find here a good careening place.

From the bay of Flamands, the coaſt runs E. one quarter N. E. two miles, and you come to

the great bay of Meſſe; the anchorage is good all over, but you are very little ſheltered from the ſoutherly winds; the entrance being very broad, and opening to the ſouth.

The coaſt continues to run to the E. one quarter N. E. as far as point Paſcal. Half way towards it, you will find the little bay of Meſſe, in which you may anchor, but without being ſheltered even from the ſea breezes.

The entrance of the great bay of Meſſe, is barred in the middle, by a ſhoal which extends acroſs to the point weſt of the little bay of Meſſe; this ſhoal, in ſome places, has not more than from fifteen to eighteen feet water; it is very narrow, and leaves a paſſage between it and the coaſt, of about one quarter of a league; it does not extend more than half a league to the ſouthward from the ſhore.

To go into the great bay of Meſſe, when the ſhip draws more than fifteen feet water, it will be neceſſary to keep cloſe to the ſhore on the weſt ſide of the bay, and range along by point Pauline, which forms the weſt entrance of the bay; the beginning of the bank, or ſhoal, is north and ſouth of point St. Remi, at the diſtance of about a mile.

Point Paſcal is ſteep, and of a white colour; it forms with a little iſland, which is half a league to

the eaſtward, the principal entrance of the bay of St. Louis.

This little iſland is called Orange Key; at the anchorage of the Cayes, which is about five leagues diſtant, you can ſee this little iſland; it bears then with the ſhore, ſouth of the bay of Meſſe.

From point Paſcal, the coaſt runs N. N. E. one mile, as far as point Vigie, from whence you diſcover the whole bay of St. Louis, which is ſhut in to the eaſt by cape Bonite, which bears with point Vigie N. E. one quarter E. diſtant two miles.

To anchor in St. Louis bay, you range along point Paſcal, then point Vigie, and continue to draw cloſe into the weſt coaſt, you have eight, to ten fathoms.

The anchorage is weſt of the Old Fort, at leſs than one quarter of a league from the land, where you will diſcover the town, between the Old Fort and the ſhore in the bottom of the bay.

The Old Fort is ſituated on a ſmall iſland of rocks, on the land ſide of which you can paſs in ſix fathoms, to anchor before the town, where the greateſt depth of water, is only five fathoms.

S. one quarter S. E. of the Old Fort, at a quarter of a league, there is a ſhoal called Le Mouton; it is to the weſt of cape Bonite at the diſtance of a

quarter of a league; there is a good paſſage between it and the ſhore, alſo between the Old Fort and it —nevertheleſs the depth is much leſs conſiderable, than on the weſt ſide of the bay.

You can paſs between Orange Key and the ſhore, there is deep water; in this paſſage you will meet with a ſmall iſland, called Caye-á-Rats; (or Rat-Key,) you can paſs between it and Orange Key, or between the ſhore, and them both, but thoſe paſſages are not large. There are ſhoals off the ſhore, which makes it neceſſary to keep cloſer to the two iſlands than the ſhore.

To the E. one quarter N. E. of Orange Key, at one league and a half, is an iſland called Caye à Mouſtiques (Mouſtique Key;) this iſland is ſafe, you may paſs between it and the land, or on the outſide; you will not find leſs than ten fathoms, at half a quarter of a league to the northward!

You muſt not keep too cloſe to the St. Domingo coaſt; in paſſing in ſhore of Mouſtique Key, there is a ſmall iſland, between cape Bonite and cape St. George, where there is a ſhoal running out from it about a mile; called La Teigneuſe.

To the north of Mouſtique Key is cape St. George, which you may approach; you will find no other ſhoal, as far as La Trompeuſe, which is one league

and one third E. N. E. of cape St. George, and to the northward of another, which is called Caye á Ramiers (Wood Pidgeons key.)

Ramiers Key bears E. one quarter N. E. from Mouſtique Key, at the diſtance of about two miles; it is known by a white hillock, ſteep at top, which is ſeen at a conſiderable diſtance; there is, between it, and Mouſtique Key, a deep paſsage, by which you go into the great bay of Aquin.

To the ſouth of the Caye á Ramiers there is a ſhoal, which extends half a league, on which there is not, in the middle, more than three fathoms water.

Eaſt of the Caye á Ramiers, is a ſmall iſland, called L' Anguille (the Eel) and in the N. E. there is another called La Regale, the three form an equilateral triangle, whoſe ſides are about half a league.

To the E. N. E. at three quarters of a league from the Caye á Ramiers, is the Great Key of Aquin, which is an iſland of a tolerable height, and upon which you ſee two white hillocks, very remarkable.

This iſland runs E. one quarter N. E. it is three

quarters of a league in length, and about one quarter of a league broad; it is very safe on the south side; it will be necessary however, for you to be on your guard against the white shoals of L' Anguille, which is to the south of the west point; so that there is not a passage between the Caye á Ramiers, and the Great Key of Aquin, for vessels that draw more than twelve or fifteen feet water.

To the east of this island, is a white insulated rock, at a short quarter of a league distance, called the Diamond;

To the east of this rock, at two cables length, distance, is the point of Morne-rouge which makes part of the coast of St. Domingo; so that the east point of Aquin Key, the Diamond, and the point of Morne-rouge, form the two passages into the bay of Aquin.

All these shoals and islands are bold; you will find, five and six fathoms in the passage between Morne rouge, and the Diamond, and six, seven and eight fathoms between the Great Key of Aquin and the Diamond.

The bay of Aquin is very extensive, it runs a great way inland, but the depth of water there is very inconsiderable, so that a consiederable distance

from the ſhore, you have only three fathoms water.

You may enter this bay either by the Diamond paſſage, or that of the Caye à Ramiers.

To go into the bay of Aquin by the little iſland à Ramiers, you muſt paſs between this iſland and that called caye a Mouſtiques. You ſteer E. N. E. to get into the mid-channel, between the ſhore and the little iſlands.

When you have doubled the Caye à Ramiers, you will ſee La Regale, which is a little ſandy iſland, very low; you leave it on the ſtarboard hand; you will paſs in the mid-channel between La Regale and the ſhore, then haul up for the Great Key, as much as the wind will let you.

The good anchorage is to the north of this iſland, in ſix and ſeven fathoms, but you may anchor farther in, if you chooſe. The point of Morne-rouge is very eaſily known at a diſtance, by three white hillocks, which are very high, they are called the tapions of Aquin; they form together a large cape, under which is an anchorage in ten or twelve fathoms, at a good diſtance from the land.

This bottom continues as far as the little Bay, or creek des Flamands, which is W. N. W. five degrees weſt, one league and one quarter from the tapions of Aquin.

It is neceſſary to obſerve, that from point Paſcal all the capes are high and ſteep, and front the ſouth and S. E. and as on all this coaſt, the land is white, you will perceive a great many white hills.

The bay of Acquin has two, but the higheſt and moſt eaſterly are thoſe of Morne-rouge, and with a little attention, one cannot miſtake them.

From the point of Morne-rouge, or the little hills of Acquin, the coaſt, after having trenched in a little to the northward, to form the ſmall bay or creek, des Flammands, runs E. and by S. as far as the cape of Bayenette.

This cape is ten leagues from the tapions of Acquin; all the ſhore, between the two is ſafe and bold, but without any bay where you could anchor ſo as to be ſheltered from the common breeze. Two leagues and a half before you come to cape Bayenette is an iron bound coaſt with a very conſiderable depth of water.

Cape Bayenette is known byt he white hillocks, which are at its extremity ; it forms the entrance of a large bay, that fronts to the S. E. it bears the name of Bayenette, no doubt on account of the great depth of water found all over it, without meeting with one ſingle ſhoal ; you are here very little, if at all, ſheltered. It will be neceſſary to anchor very near the ſhore, and on the north ſide of it.

This bay ſinks in towards the north one league, then the coaſt again runs E. and by S. for five leagues, as far as the cape Jaquemel.

Jaquemel cape is bold, high, and ſteep ; it forms the weſt entrance of Jaquemel bay ; from this cape the coaſt runs N. N. W. one mile, to the point de la Vigie ; then one mile to the W. N. W. as far as Redoubt point, which is inſide of this bay.

There is no ground to be found in all this extent, and even to the other ſide of the bay, formed by cape Maréchaux.

When you are between theſe two points, and nearly in the middle of the bay, you will ſee at the bottom, a reef which you muſt double to the N. N. W. and on leaving it on the ſtarboard ſide,

you may anchor between it and the ſhore in twelve and fifteen fathoms: you muſt keep cloſe to the ſhore, otherwiſe you will have a great depth of water. The anchorage for large ſhips is to the eaſt of a white hillock, in the bottom of the bay, and to the weſt of the great reef.

Cape Maréchaux bears N. N. E. from cape Jaquemel, at a ſmall league diſtance.

From cape Maréchaux the coaſt bends in a little to the northward, then rounds out again, as far as cape Morne-rouge which is ſeen at a diſtance, and is known by its white hillocks.

This hill bears E. ten degrees N. from the cape Jaquemel, diſtant nine leagues and two-thirds.

The coaſts between the two forms different creeks, where ſmall veſſels may caſt anchor, but where there is not any kind of ſhelter whatever.

At one league and a half to the eaſt of Morne-rouge, is Sale-trou (Dirty Hole) where there is a good anchorage for ſhips drawing as far as fifteen feet water; the largeſt veſſels may anchor there, but at a much greater diſtance from the ſhore, where the bottom is not ſo good.

From Morne-rouge the coaſt bends in a little to the northward, then out again, running to the E. S. E. as far as the anſes à Pitres (or Pitres creek) where are the laſt French ſettlements on the ſouth ſide of St. Domingo.

All this part of the coaſt is very ſafe; you may approach, or range along it, without any thing to fear.

There is good anchorage at the anſes à Pitres, and it is eaſy to come at. You need not be afraid of approaching the ſhore, there being a great depth of water at the diſtance of two miles from it; all this ſhore is white, and the coaſt appears to be chalky.

You may anchor either before the plain of anſes à Pitres, or to the ſouthward of a ſmall cape before the mouth of a river, which is conſiderable enough to be eaſily obſerved.

You are then in ſmooth water and well ſheltered —the ground is good, in eight or ſix fathoms, and farther in ſhore in four fathoms water.

From the anchorage the coaſt begins to run to the ſouthward bending in one league to the eaſtward, to form the creek called Sand Fons (or Bottomleſs creek) and runs afterwards S. and by W. as

far as the Falſe cape, which bears S. E. one quarter E. of Morne-rouge, at the diſtance of nine leagues, and E. and by S. from cape Jaquemel ſeventeen leagues and a half.

From the Falſe cape the coaſt runs E. S. E. as far as cape Mongon, three leagues and a half; then runs up to the N. E. one quarter N. and N. N. E. to form the great bay of Neybe.

To the ſouthward of the Falſe cape, at a league and a half diſtance, is a ſmall iſland called the Frailes, which is bold and ſafe; at the ſame diſtance from it to the S. S. E. is another little iſland called Altavella, equally ſafe and bold, as the Frailes. One league to the eaſt of this laſt and to the ſouth of cape Mongon, one league and a half, is the iſland of Béate; it is about one league from north to ſouth, and two miles from eaſt to weſt. There is a breaker off the N. and by E. part of it that runs towards cape Mongon, which has a ſmall white ſhoal at its extremity, which narrows conſiderably, the paſſage between Béate and the ſhore, in which there is only three fathoms water.

There is a tolerable good anchorage to the W. S. W. of Béate; between it and the ſhore the depth

of water is from eight to ten fathoms, grafsy bottom.

You may fee the bottom generally round all thefe little iflands, but there is a great depth of water near the fhore of St. Domingo.

This part of the coaft which projects towards the fouthward, from the fea fhore to cape Mongon, as far as three leagues to the north, and as far as the fea on the eaft and weft fide, is a platform of white and hard rocks in which you will come acrofs large holes and chafms. The platform is raifed about forty feet high, and you will never fee any thing there but *Raquette*, prickly pears or other fhrubs.

When you come from the fouthward or eaftward, to go to the north fide of St. Domingo, you will fee Mona, and Monique, which are two fmall iflands fituated in the paffage, between Porto-Rico, and the ifland of St. Domingo; they are fafe, and you may go within two miles of them; you may even anchor to leeward of Mona, where there is a good anchorage in feven and eight fathoms, fandy and weedy bottom, at about half a league from the fhore; having the N. W. point of Mona N. and by E. about two miles; the S. W. point,

where there is a ſmall reef to the S. E. one quarter E. and Monique N. and by W.

You paſs to the weſtward of Mona, and when you have brought it to bear E. S. E. about three or four leagues, you will perceive the coaſt of St. Domingo, which, in all this S. E. point is very low; in this channel, near to the ſhore, the current is very perceivable and ſets to the northward.

The point of St. Domingo, neareſt to Mona, is cape Espada, which is a low point ſurrounded with a reef, and white ground; this cape runs W. N. W. from Mona, ten or eleven leagues.

From cape Espada, the coaſt runs N. and by E. about four or five leagues, as far as cap del Enganno, which is a ſmall point low and flat, off which there is a reef to the N. E. as far as two miles.

Being abreaſt of it you looſe ſight of the iſlands of Mona, and Monique.

From cap del Enganno the coaſt runs N. W. one quarter W. twelve leagues; this coaſt is low, to within about three leagues to the ſouthward of cape Raphael; then it begins to riſe a little, and continues to get higher, as far as the cape itſelf.

Cape Raphael is pretty high, and appears at a diſtance like an iſland; it is known by a round

mountain, which is ſeen inland, and which has nearly the appearance of a ſugar loaf.

From cape Raphael the coaſt runs W. and by N. and then weſt, to form the great bay of Samana, which is ſhut in to the N. W. by the point á Grapins, which is two leagues S. S. W. 5° W. of cape Samana.

Cape Samana is about ſeven leagues to the north-weſt one quarter weſt, of cape Raphael.

You may anchor in the north part of Samana bay, ranging along point à Grapins at one quarter of a league diſtance; you leave on your larboard hand three keys covered with wood, and when you have brought the moſt weſterly to bear S. S. W. you may anchor in fifteen fathoms water, good ground, at a ſhort quarter of a league from the ſhore, and having Baniſter Key to the W. and by N. about one mile.

In the ſouth part, the anchorage is very difficult, and the paſsage very narrow; the middle of the bay is ſhut in by ſhoals; in ranging the entrance of the bay, you will ſee the bottom all along, in ten and ſeven fathoms.

In coming to the ſouthward of cape Espada, you will ſee the ſmall iſland of Saona; it is covered

with trees, and ſurrounded with a white ground, or ſhoal which extends near two miles out; it leaves between it and the coaſt of St. Domingo, which runs weſt 8° north, only a very ſhoal, and narrow paſſage.

The coaſt of St. Domingo runs again a little to the northward, towards the iſland of St. Catherine, diſtant from that of Saona about eight leagues.

The coaſt continues to run towards the weſt, ſome degrees north, as far as the river of Santo Domingo, which is thirteen leagues from the iſland of St. Catherine, about twenty-ſeven leagues from cape Espada, and twenty leagues, from the point of the iſland of Saona.

You may anchor before the river of Santo Domingo, pretty cloſe to the ſhore, and veſſels not drawing more than fourteen feet water, may go into the river. You will know this place, the metropolis of the Spaniſh part of St. Domingo, by a large fort, built on the right hand bank of the river Ozama, upon which the city is ſituated; you will alſo perceive a large ſavana to the weſtward of the fort, which forms an amphitheatre of a moſt agreeable appearance.

From Santo Domingo the coaſt runs W. S. W. fourteen leagues, as far as the point des Salines;

then it runs in again to the northward, to form the bay of Neybe, which takes this name from that of a large river, whoſe mouth is in the bottom of the bay.

From this river the coaſt runs ſouth, to form cape Mongon which is S. W. one quarter W. of Santo Domingo, at about twenty-ſeven leagues diſtant.

In ſailing from Santo Domingo to cape la Béate, it will be neceſſary to be a little on your guard againſt the currents which ſet to the eaſtward along the coaſt, and run up again weakly to the northward at the entrance of the bay of Neybe.

I have entered but little into the detail of the Spaniſh part, as it was out of my power to explore it myſelf and what little I have ſaid has been entirely taken from what information I could glean from the journals of ſome Engliſh and Spaniſh navigators which appeared to me to have merited confidence.

Of the Paſſages.

We can only reckon on four principal paſſages.

1. The moſt leeward paſſage called Crooked Iſland paſſage.
2. The paſſage to leeward of the Caycos Iſland

called the Caycos paſſage.

3 The Turks' Iſland paſſage, which is to the windward of the Caycos.

4. The paſſage between the Silver Keys and the Square Handkerchief.

1. *The Crooked Island Passage.*

This paſſage is the longeſt, and the moſt to leeward; it is at the ſame time, the moſt covenient for ſhips coming out of the bay of Gonaives, or from the ſouthern part of St. Domingo, and alſo for thoſe which are bound to North America.

You take your departure moſtly from cape St. Nicholas.

Being two leagues out from this cape, it will be neceſſary to look out for the weſt point of great Heneaga; you will ſteer N. and by W. twenty-five leagues, which will bring you two leagues to the weſtward of that point.

The iſland of great Heneaga, like all thoſe which form the paſſages, is pretty low, and interſperſed with ſmall hills, which at a diſtance have the appearance of ſmall detached iſlands.

You will ſee it at the diſtance of five or ſix leagues, in clear weather, but you need not be afraid to approach it within half a league, on the weſt ſide.

You may anchor in a fine bay or creek, which you leave on your ſtarboard ſide going through the paſſage; drawing near to the ſhore, you will perceive a white ground on which you may caſt anchor, but you muſt always look well to the bottom, and chooſe a good place, for upon all white grounds you will meet with rocks which ſometimes riſe to a conſiderable height.

You may get freſh water there with eaſe and facility, and in a ſufficient quantity to ſupply many veſſels.

Being oppoſite to the moſt weſterly point of great Heneaga, two leagues off, you muſt ſteer N. N. W. 2 or 3° weſt, twenty-five leagues, by ſo doing you will make l' Iſlet-au-chateau (Caſtle Iſland) which you may approach within two miles, and nearer, without any thing to fear.

If you leave the iſland of Heneaga at night, it would be better on account the Hogſties, to ſteer N. W. one quarter N. ſixteen or ſeventeen leagues, then haul up again and ſteer N. and by W. eight leagues, which will bring you one league to the weſtward of l' Iſlet-au-chateau (Caſtle Iſland.)

The Hogſties are two ſmall iſlands of ſand, very low, ſurrounded on the eaſt ſide, with a white

ſhoal at the edge of which, is a reef, that extends as far as a league and a half.

The weſt ſide is ſafe, and you may anchor there in ſeven and five fathoms, ſandy bottom, having one of the little iſlands bearing N. N. E. and the other eaſt.

Theſe ſandy iſlands bear N. and by W. thirteen leagues, from the weſt point of Heneaga.

To the weſt 5° ſouth of caſtle iſland, at three leagues and a half diſtance lies the Mira-por-vos. (look to yourſelves.)

It is a ſand bank, ſomething reſembling thoſe called the Hogſties. The weſt ſide is ſafe, and affords an anchorage, but it is an indifferent one; the eaſt ſide is bold; you will find however on the ſouth eaſt ſide at one mile diſtance, from twenty to twenty-five fathoms, coral and rocky bottom.

As this ſand bank is to leeward, you avoid ſeeing it, by ranging along Caſtle Iſland; nevertheleſs if you are under the neceſſity of beating, you need not be afraid of approaching it, within leſs than half a league; all that is dangerous is covered with breakers and the white ground will give you notice in good time.

You may paſs to leeward of this bank, it is

about two miles in extent from eaſt to weſt, and nearly two leagues from north to ſouth.

Being eaſt and weſt of Caſtle Iſland you will look out for the weſt point of l' Ile de la Fortune (Fortune Iſland) ſteering north or N. and by W. ſeven leagues and a half, you will come to be eaſt and weſt of this point, one league and a half diſtant.

You continue the ſame courſe, in order to make the weſtern extremity of Crooked Iſland, off which is a ſmall iſland called l' Iſlot du debouquement (or Paſsage Iſland.) having run ſix leagues, you will be one league and a half weſt of this little iſland ſo that from Caſtle Iſland the direct courſe, is north 5° weſt fourteen leagues to come to the end of the paſsage.

You may conſider yourſelf as out of the paſsage, being come to this point nevertheleſs, with the wind at N. E. and E. N. E. you will have to fear l' Iſle de Watling (Watling Iſland) the S. E. point of which bears from l' Iſlot du debouquement (Paſſage Iſland) north 4° weſt true north, at the diſtance of twenty-three leagues.

You ought therefore, to avoid Watling Iſland,

on leaving Paſſage Iſland, to ſteer as much to the eaſtward as the winds will permit.

If you have the wind to the S. E. and you ſteer your courſe N. E. you will make Samana, ſo that keeping the wind, after you are out of the paſſage, you muſt not ſteer more to the eaſtward than N. E. nor leſs than N. and by E. 5° north.

The iſlands of Acklin, of Fortune and Crooked, are united together by a white ground which ſurrounds them entirely; this white ground does not extend more than half a league on the weſt ſide, and forms in the bay weſt of the iſland of Acklin, an anchorage where the water is very ſmooth.

Fortune Iſland does not offer any anchorage, its N. W. ſide is covered with a reef, on which are ſome rocks under water on the outſide of the white ground, which renders it dangerous to approach.

Crooked Iſland has a tolerable good anchorage, near Paſſage Iſland, on the weſt ſide.

This iſland forms with Fortune Iſland, a deep bay of four leagues deep, at the bottom of which, you will find an anchorage, near five ſmall iſlands which are at the extremity of a low point belonging to Crooked Iſland, and which joins the north

eaſt end of Fortune Iſland; you may let go your anchor in from ten, even to three fathoms water to the W. N. W. of theſe iſlands, nearer however to Crooked than to Fortune Iſland: the bottom is tolerably good.

To the eaſt of the low point of Crooked Iſland, a ſhort diſtance from the little iſlands you have good freſh water.

Theſe iſlands are bordered by a reef on the north and eaſt ſides; they are low with little hills, and ſome trees called lataniers and buſhes, which at a diſtance have the appearance of plantations and groves; the proſpect of them, is very attractive, at three or four leagues diſtance, but on a nearer approach you perceive nothing but prickly pears, with other poor ſhrubs and weak vines creeping on a poor ſoil on rock and coral.

Crooked Iſland is however leſs barren, and affords nouriſhment to a few low trees.

Theſe iſlands are bold to the eaſt, and bordered with reefs; the eaſt point of Crooked Iſland has a reef which runs out half a leugue to the eaſtward; and the point of Acklin Iſland, which is only about two miles from it, has alſo a reef to the N. E. which runs the ſame diſtance, it then draws near

again to the ſhore: the S. E. part of the iſland is all bold, and iron-bound.

The iſland of Samana, is long from eaſt to weſt, and very narrow, from ſouth to north; its eaſt point lies much more to the northward, than the weſt point.

It is entirely ſurrounded with a white ſhoal, bordered by a reef, at the diſtance of about half a league; off the weſt point the reef runs nearly a league out.

Under the weſt point of the iſland there is the extent of a league along the ſhore, without any reef; it is a white ground, upon which you may anchor in ſeven, or eight fathoms, but extremely cloſe to the ſhore; at the edge of the white ground you cannot find any bottom.

To the eaſt of the iſland, there are two little iſlands, diſtant from the ſhore about a league and a half, they are ſurrounded with white ſhoals and reefs. The iſland is low, and offers the ſame appearance as all the others do in this paſſage.

Watling Iſland is low, and ſurrounded on the eaſt and ſouth ſides with a reef; the ſouth-eaſt point, has a ſhoal without a reef, near a league and a half out.

The weſt ſide is ſafe, and offers an anchorage upon the white grounds, but always very cloſe in to the land, as about a cables length.

The north-weſt part is covered by two or three ſmall white iſlands, encompaſſed with white ſhoals and reefs, which extend to the weſt half a league, and comes back again until they join the north-eaſt point.

You need not fear the currents in this paſſage, when you have a freſh breeze; as they are then ſcarcely perceivable: it is only in calms and light winds, that they may perhaps carry you to the weſtward, but ſlowly, and ſo feebly, that it is not worth your attention, in a paſſage ſo ſhort, and which is almoſt always made with a large wind.

Nevertheleſs in the months of June, July and Auguſt, when calms, or light weſterly winds are common, you experience currents ſetting to the weſtward, ſtrong enough to alter your courſe; this effect, which exiſts only in this paſſage, has for its particular cauſe, its vicinity to the extenſive flats which form the channel of Bahama, and thoſe of the iſlands of Providence. In this ſeaſon, when there is not wind ſufficient to make you go two knots an hour, you would do well to reckon the force of the current at about one

quarter of a mile per hour, ſetting to the weſtward; always when the wind is ſtrong enough to make more than three knots an hour, you need not calculate on the current as any thing.

2. *The Caycos Paſſage.*

This paſsage is the only one you ought to take coming from the cape, when the winds are not ſteady from the E. S. E. you will always go with a large wind, which is a great advantage, and you will keep at a diſtance from all the white grounds to the S. E. of the Caycos, which it is cuſtomary to make; this method of coming on the white grounds, is very bad, and very dangerous, whereas there is no riſk, in making the land ſome leagues to leeward of the little Cayco.

It will be neceſſary on leaving the cape, to ſteer a N. and by W. courſe, thirty-five leagues, and you will find yourſelf two leagues and a half to the S. W. of the little Cayco; then you may haul your wind, at firſt as far as north only, on account of the reefs of Sandy Island, which lies to the northward of the little Cayco, then you may ſteer N. and by E.

Having run five or ſix leagues in this courſe, you may haul up, as far as N. E. or you may go ſo far as to ſteer north, without any fear;

and having gone ten or twelve leagues in this courſe, you are entirely out of the Paſſage.

If, when you are two leagues to the S. W. of the little Cayco, the winds do not permit you to ſteer N. and by E. and that your courſe is not better than north; when after having run thirteen leagues without getting ſight of the iſland of Mogane (Mayaguana) the beſt way, if night comes on, is to tack, and run three or four leagues to the S. E. then tack again to the northward; you will paſs three or four leagues to windward of the breakers, off the eaſt point of Mogane.

If, when you are S. W. of the little Cayco, two or three leagues, the wind ſhould prove too much to the northward, ſo as to prevent your making a north courſe, you muſt not attempt to go to windward of Mogane, but go look out for the channel between it and les Iſles Plates (the flat Iſlands.)

For that purpoſe you muſt ſteer N. W. 5° north; having run eighteen leagues you will be in ſight of Mogane, the weſt point of which ought to be north of you about two leagues diſtant; you do not run any riſk in approaching this point, it is ſafe; there is a ſmall white ſhoal, which does not run more than a mile out, and on which you will

find three fathoms water almoſt cloſe to the ſhore ; in other reſpects this part to the ſouthward of Mogane is deep enough.

When you have doubled this weſt point, having brought it to bear eaſt, you will hold your wind ſo as to make a north courſe, if you can.

In this courſe you will paſs three or four leagues to windward of Samana ; but if your courſe is not better than N. and by W. after having run twelve or thirteen leagues, and ſhould the night come on before you can ſee Samana, it will be neceſſary then to tack, and run five or ſix leagues, then tack again to the northward, and make a good N. and by W. courſe, you will paſs three leagues to windward of the eaſtern breakers of Samana.

Being two leagues from the weſt point of Mogane, and the wind will permit you to make only a N. N. W. courſe, having run ſix leagues on that courſe, you will ſee les Iſles Plates (the flat Iſlands) bearing W. N. W. two leagues ; then according to the wind, you may paſs to windward, or to leeward of thoſe iſlands, being come one league and a half, or two leagues to the northward or N. W. of the great Flat Iſland, you may ſteer N. N. W. or N. W. one quarter N. without any

thing to fear; having run twelve or fifteen leagues, you may keep your wind, and you are out of the Paſſage.

You muſt not go more to the northward, than the courſe here directed on account of the iſland of Samana, whoſe breakers off the weſt point bear N. N. W. of the moſt weſterly of the flat Iſlands.

Les Iſles Plates (the flat Iſlands) are very low, they bear N. W. one quarter N. from the S. W. point of Mogane, at the diſtance of eight leagues and three quarters; you may range pretty cloſe to them, the white bottom which ſurrounds them being bold on the eaſt, the ſouth and the north ſides. To the N. W. of the largeſt of the two, the reef runs out a little, and it will be neceſſary to give a good birth to this point. On the S. W. part you may anchor on the white bottom, but very cloſe to the ſhore; you will there find a ſmall lagoon of freſh water, which is only ſupplied by the rains.

To leeward of the little Cayco, lies little Heneaga; this iſland is ſeldom ſeen by navigators, whoſe only wiſh is to croſs as quick as poſſible this cluſter of iſlands.

Nevertheleſs you may ſometimes have the wind

N. E. in the mid-channel between the little Cayco and the coaſt of St. Domingo, and it is of conſequence to know the eaſt ſide of great and little Heneaga.

Little Heneaga bears weſt 8° ſouth from the little Cayco, diſtant nine leagues; this iſland is very low, and altogether very much like thoſe deſcribed above: It leaves a very deep channel of one league and a half, between it and the north part of great Heneaga. The two ſides of the channel are bold, to within a cables length of the ſhore.

You can approach little Heneaga on all ſides, even within one mile of the ſhore.

There is a ſmall reef off the S. E. point, but it does not extend quite a mile; on the ſouth ſide, there are white grounds bordered with reefs, at the foot of which you will not find bottom at forty fathoms.

If you are obliged by the winds to paſs near to little Heneaga, and that you ſhould find yourſelf one or two leagues to the N. E. of the eaſt point, you ought to ſteer N. N. W. fifteen leagues, to come two leagues ſouth of the weſt point of Mogane; from whence you will follow the paſſage above deſcribed.

The eaſt coaſt of the great Heneaga is border-

ed with a reef near to the land; it runs N. N. E. and S. S. W. ſix leagues, then it comes W. and by S nine leagues, to join the point called des Paille-en-Culs, off which is a reef that runs near two miles out.

Leaving the Cape you generally find the wind at S. E. or E. S. E. and near to the ſhore the currents run to windward, theſe are two powerful inducements to engage you to keep N. E. or N. N. E. that you may make Turks Iſlands: but about ten or eleven o'clock in the morning the wind comes round to the north, ſometimes as far as the N. E. being then five or ſix leagues from the coaſt, and the current no longer felt, you muſt neceſſarily make the white grounds to the ſouthward of the Caycos; ſo many ſhips are loſt there, merely by the deſire of gaining twenty leagues to windward, which is an object of very little conſequence, comparatively ſpeaking, in a voyage of fifteen hundred leagues, and at an evident riſk.

It is theſe conſiderations which induce me to recommend to navigators to determine, the moment they ſet ſail from the cape, to ſteer at once for the little Cayco, as I have already mentioned.

Turks Island Passage.

This paſſage is very ſhort and very fair, but you cannot always make it directly on leaving the cape, you ought to ſteer your courſe, N. E. one quarter N. and the winds often will not permit you to run ſo much to the eaſtward.

To make this paſſage with any degree of certainty, it will be neceſſary on leaving the cape, to take advantage of the land breeze, to get well to windward and continue to ſteer to the northward a ſufficient time ſo as on the other tack to have a good ſight of the coaſt of St. Domingo before night; you will then moſt commonly have the Grange to the S. E. or S. S. E. diſtant about three leagues; if your ſhip ſails well, and that you have a freſh breeze, you may bring the Grange to bear ſouth; then making a N. N. E. courſe twenty-five leagues, you will ſee Sand Key, the moſt ſouthern of the Turks Iſlands.

You muſt endeavour to make this iſland, nevertheleſs, if when you are as high as the Grange you ſhould not be able to make a N. N. E. courſe, it will not be neceſſary on that account to tack; but run on the ſame courſe, for eighteen or nineteen leagues to windward; if your courſe has not been better than N. and by E. or north, you muſt

not pafs the latitude of 21° fo as to avoid falling in with the bank of the Caycos.

When you approach near to the latitude of 21° if in the night you muft frequently try for foundings, and if you find ground it will be neceffary immediately to tack about, and ftand to the fouthward; in the morning you may again tack, if you find it neceffary, to fetch to windward of the white fhoals.

You may alfo tack when you are in the latitude of 21° but in all cafes you muft not go beyond that latitude, during the night.

The white grounds in this part are very eafily feen; you will find generally from feven to fourteen fathoms on them; from the fouth edge, you may run in a league, and even one league and a half, without finding lefs than feven fathoms; farther on there are rocks which rife, with not more than three fathoms water.

During the day time you may ftand on to the northward, and if you do not perceive the white grounds, in keeping the wind, foon after you will fee the little iflands fouth of the Caycos, or Sand Key, if you are farther to windward.

You muft take care not to run the rifk of going to leeward of the white grounds, or fhoals, which

extend to the ſouth of the ſmall ſandy iſland which is entirely covered at high water, and very difficult to be ſeen; your lead even cannot give you warning, as you fall ſuddenly into three fathoms water.

As ſoon as you have got ſight of Sand Key, you will ſteer N. and by E. and N. N. E. and when from the bearing of Sand Key to the eaſt, two, three or four leagues off, you will have ſailed eight or ten leagues, you are entirely out of the paſſage.

To the S. W. of Sand Key, there is a white ſhoal which runs out a league and a quarter, but on which you will find from ſeven to nine fathoms water, within one mile of the ſhore.

In this paſſage you muſt keep cloſe to the Turks Iſland ſide, in order to avoid a reef called Baſſe-Saint-Philippe (St. Philip's Shoal), which is off the north eaſt point of the Caycos.

4. *The Caycos.*

The Caycos are a cluſter of large and ſmall iſlands which encloſe a white ſhoal in ſome places very ſhallow, and in others there is a conſiderable depth of water.

There are four principle iſlands; viz. The great Cayco, the north Cayco, the north-weſt Cayco, or Providenciers Iſland and the little Cayco; they

form a ſemi-circle from the eaſt to the weſt coming by the north; they are terminated on the ſouth part by a great bank, on which you will find from fifteen to three feet water.

The north part of theſe iſlands is ſurrounded with a white ſhoal, which is bordered by a reef, which does not extend more than half a league from the ſhore; in the N. E. part the white ſhoal runs out in a point a whole league; at its extremity is a reef called Baſſe-Saint-Philippe (St. Philip's ſhoal) where the ſea breaks with violence; at a cables length to the eaſt and to the north of this reef, you will not find leſs than ſeven fathoms.

To the ſouth of this breaker the white ground runs to the ſouthward, and approaches inſenſibly towards the ſhore, there is not leſs than from four to ſix fathoms between the reef and the ſhore of the great Cayco, which forms a ſure paſſage in a caſe of urgency.

The eaſt coaſt of the great Cayco, and the weſt coaſt of the little, are ſafe and bold, within leſs than half a league of the ſhore.

From the beginning of the ſouth point of the little Cayco; there extends a chain of breakers to the eaſt, to the diſtance of three leagues; after which this chain of breakers decreaſes towards the

ſouth, to join a ſmall ſandy iſland which is low, and covered with ſome buſhes; it is called Caye-Francoiſe, (French Key) it bears from the ſouth point of the little Cayco, five leagues to the E. S. E.

The reefs from the French Key, run to the ſouthward, three leagues and a half, as far as a ſmall ſandy iſland of not more than twenty paces in extent, and entirely covered at the time of high water.

All this part of the reef is bold, and as the ſea breaks pretty ſtrong upon it you have warning in time; but ſouth of the little ſandy iſland, there are no breakers and you cannot have any notice of the edge of the bank, but by the change in the colour of the water.

From this little ſandy iſland, the bank runs a ſhort league to the ſouthward, then to the S. E. three leagues, when it bends in a little to the N. E. then to the S. S. E. two leagues, until oppoſite to the little ſouthern iſlands which you will ſee about one league within the white bottom; theſe little iſlands are in the latitude 21° 10 min.

From the ſandy iſland, as far as abreaſt of the ſouthern iſlands the bank is very dangerous. You cannot ſee any land, and you paſs ſuddenly from

no ſoundings into three, and two fathoms water; the colour of the water is the only thing that can make you perceive the danger that you run, and this ſame is not always very certain: being accuſtomed to ſee on the water the ſhadow of clouds, which gives ſometimes the appearance of a ſhoal that occaſions a ſecurity and a confidence too often fatal to navigators. No motive ſhould induce you to approach this part of the bank, but rather, for ſecurity's ſake, to keep at a diſtance from it.

If, after having been tacking about here for ſeveral days, without ſeeing any land the ſafeſt way is never to paſs in the night beyond the latitude 21° but to wait for day-light; if you ſhould perceive a change in the colour of the water, which ſhould announce white grounds, and that you can neither ſee breakers nor land, you may be certain you are in the weſtern part, and you may immediately ſteer N. W. and N. W. one quarter W. to look out for the little Cayco, and go through the paſſage to leeward of theſe iſlands.

If you ſhould ſee the ſouthern iſlands bearing north, or N. W. you may enter upon the white grounds in, from ſeven to twelve fathoms, then make one tack or two to get to windward, and go

through the Turks Iſland channel, to windward of the Caycos.

From the moment that you can perceive the ſouthern iſlands, the bank is no longer dangerous, and you may go on the bottom as far as a league and a half to the ſouth and S. W. of theſe iſlands; you will not find leſs than ſeven fathoms and always from nine to eleven fathoms water.

From the moſt weſterly of the ſouthern iſlands, which is one league within the bank to the moſt eaſterly, the bank runs firſt to the ſouthward three leagues, then to the eaſt ſeven leagues, afterwards to the north two leagues and then round, in coming to the N. W. three leagues, to join a large iſland which is not more than two miles from the edge of the bank.

The channel between the Caycos Iſlands, and Turks Iſland is ſix leagues acroſs in the narroweſt part, it is good, and without any danger: you may approach the eaſt ſide of the little iſlands and the Cayco, without any thing to fear, even within half a league.

You may beat with ſafety through this channel, in which you will ſcarcely perceive any current if you do not come nearer than one league and a half of the ſhore.

You will find on the white ground near the ſouth point of the great Cayco, an anchorage, which may ſerve as a retreat for ſhips, drawing as far as fifteen or ſixteen feet water : there is to the weſt of this ſame point a lagoon which furniſhes freſh water.

The beſt anchorage for ſmall veſſels, is that which you will find weſt of the north Cayco, near the ſmall iſland of pines, in the large inlet, which that iſland makes with the Cayco des Providenciers; within the reefs which border that coaſt, you will find l' anſe à l'eau, (water cove) where you anchor in three fathoms, upon a white bottom.

You will there find good water, and it is in this place that the Providenciers are ſupplied.

You will diſcover the entrance of the bay, by running along the reefs, from the bending in of the coaſt, after paſſing the weſt point of the Three Maries, or Booby Rocks.

When you perceive a great extent of white ground within the reefs, you muſt put about, and ſend your boat to anchor at the entrance of the channel left by the reefs, then look out for the anchorage making uſe of your lead, without any thing to fear coming near the reef, or breakers.

Once you are within the reef, you may let go your anchor in three fathoms. You may go farther in, by towing or turning with caution. The entrance of the paſſage is not more than half a league, or two thrids of a league from the ſhore.

W. and by S. of the point of the Three Maries, or Booby Rocks, is the N. W. point of the caye des Providenciers (or Providenciers Key.) The reef terminates at this point, which you may range along on the weſt part within a quarter of a league.

You may anchor off this coaſt, in eight or ten fathoms water, but it will be neceſſary to range the ſhore pretty cloſe to be on the white grounds, and to raiſe to the S. W. a ſteep hill which you will diſtinguiſh one quarter of a league inland; then you will ſee the ſhoals recede a little from the ſhore, and leave a greater ſpace, for turning of the ſhip.

At one league and one third to the ſouthward of the N. W. point, you will find a reef, which leaving the coaſt, extends to the S. W. one quarter W. two leagues and one quarter; this reef is terminated by a ſmall ſandy iſland, almoſt under water which bears S. W. of the N. W. point of Providenciers Key, at the diſtance of three leagues.

From the little ſandy iſland the reef runs in to the eaſtward, forming a bend to join the north

point of the little Cayco, which is furrounded with white ſhoals.

The little Cayco bears S. W. one quarter S. from the N. W. point of Providenciers Key, it is pretty high, and of a white colour: you may range along the N. W. part until you come to the edge of the white grounds. The weſt part is very bold as far as the ſouth point, where you may anchor on the white bottom in five and ſeven fathoms.

The Turks Islands.

There are three principal ones, la Grande Saline, la Petit Saline theſe two are called by mariners the great and little Turk, and Sand Key: it is this laſt which you come down upon to go through the paſſage.

Theſe iſlands are bold on the weſt ſide, and you may range very near them; there is a white ſhoal, ſpread over with rocks, which extends a quarter of a mile from the ſhore.

You may anchor at two places off the Grande Saline, the one towards the middle of the iſland oppoſite ſome huts, and the other off the ſouth part of the iſland: theſe two anchoring places are neither of them very good. You muſt let go your anchor, as ſoon as you are on the white grounds,

and watch carefully to avoid the rocks which riſe ſo as to leave not more than eight or ten feet water: if you let go your anchor on the edge of the white grounds, and near half a cables length you will be off the bottom. In the ſouth part of the Grande Saline, the anchorage is of greater extent, and you will find on the point near which you anchor, a lagoon of freſh water, which is good for the uſe of cattle.

Sand Key, which is commonly made, has a white bottom extending, as far as a league and a quarter to the S. W. on which you will find ten and fifteen fathoms, it decreaſes gradually down to five fathoms at about one quarter of a league from the ſhore.

Eaſt of theſe iſlands there are ſeveral ſmall iſlands which are joined in that place by white ſhoals, on which there is very little water; theſe ſmall iſlands are ſteep on the eaſt ſide, and ſurrounded with a white ground, which extends to the S. W. and comes to join that to the ſouth of Sand Key.

The Square Handkerchief.

This ſhoal is very dangerous, and of a much greater extent than has hitherto been given it; it bears S. E. one quarter E. true north of Sand Key, diſtant ſeven leagues.

Upon the edge of the white ground to the W. S. W. of the Square Handkerchief as far as the S. W. you will find from eleven to fourteen fathoms.

On the north weſt edge, there is a Key, upon which there is not more than eight or ten feet water.

From this ſhoal the bottom extends to the E. & by N. ſeven leagues and a half, to a flat, where the ſea breaks with violence: it is natural to ſuppoſe that all this part is rugged and ſpread over with keys under the water, which render the approach to it very dangerous.

On the ſouth and ſouth-weſt parts the white grounds give warning, you will find from ten to fifteen fathoms; but as ſoon as you ſee the bottom, the beſt way is to bear up, and paſs to leeward unleſs being on the eaſtern edge you do not perceive the end of the white grounds, and that you can weather them, after having made one tack.

Having entered, the third day of June 1785, at ſix o'clock in the morning, upon the white grounds of the Square Handkerchief, on the S. W. edge, we found from eleven to fourteen fathoms ſmooth coral bottom, running a little cloſer, ſteering N. N. E. at fifty minutes after ſeven o'clock, ſounded in fourteen fathoms, we perceived a-head of the ſhip a little to windward, a bottom nearer the ſurface;

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we bore up to it immediately, but it was not poſſible to avoid the key, and the veſſel run aground in nine feet water. This event may ſerve to ſhew how very dangerous it would be, to run on theſe grounds; coming off this key, almoſt on the north-weſt edge of it, we could not get bottom with the lead at forty fathoms. This key is ſituated in the latitude of 20° 59′ 40″ and in 73° 18′ of longitude.

The Silver Key.

This ſhoal is more extenſive than the Square Handkerchief; the moſt ſoutherly point is in the latitude 20° 13′ and the moſt northerly part in 20° 32′; it is a very white ground in many places, eſpecially in the north part, and very brown, particularly in the ſouth, or ſouth-eaſt parts.

The north and N. N. W. parts have ſome keys, where there is not more than eight or nine feet water, and perhaps leſs; but it appears that theſe keys, are not in this part exactly on the edge. According to the report of the captain of a Merchant-man, commanding a ſchooner drawing nine feet water, he found himſelf aſhore on the Silver Key coming down, after having run near a mile ſouth-weſt, upon very white grounds.

The eaſt edge, or rather the N. E. is very dangerous, there are three keys there, upon which

there is not more than ten or twelve feet water, within about a cables length of the edge.

The eaſt part of the Silver Key has been explored and ſounded in 1753, by Mons. le Comte de Keruſoret, who commanded the frigate l' Emeraude ; in following the details of his route, and remarking the longitudes, which at preſent are very well known ; with his courſes, ſoundings, bearings, and the latitudes, which he has ſo juſtly fixed, there appears ſuch a perfect coincidence in the whole, as to leave the mind perfectly ſatisfied with reſpect to the ſituation of the eaſtern part of this ſhore.

The weſtern ſide is ſafe ; there is a great depth of water, but about a league and a half to the eaſtward, the water begins to ſhoal, till in the N. E. you perceive ſome very conſiderable flats.

It would be adviſable in general, to avoid thoſe ſhoals, as the water in ſeveral places falls ſuddenly from fourteen fathoms to ten feet. But if you have unguardedly entered on theſe ſhoals, your beſt method would be to return by the ſame way in which you entered, and to make your way afterwards by coaſting them.

If obliged by any circumſtance to take the paſſ-

age between the Silver Key and the Square Handkerchief, you muſt, on leaving the cape, ſteer N. E. one quarter E. and E. N. E.

If the winds allow you to make this courſe, you muſt keep the mid-channel; but if obliged to tack, and you would avoid the coaſt of St. Domingo, you muſt not, when you think you have got to the longitude of 72° 40′ go farther north, without frequently ſounding, than 20° 25′; but if you reach 20° 35′ without ſoundings, you have nothing farther to fear from the Silver Key; and have only to avoid the Square Handkerchief, which is not dangerous to the ſouthward, the ſhoals giving you warning in ten and fifteen fathoms. Continue ſteering eaſt, and when in latitude 21° 5′ you are clear of the paſſage.

The Silver Key is about eleven leagues from eaſt to weſt, and ſeven from ſouth to north, in its greateſt extent; its moſt weſterly point is due weſt of the old cape.

The Square Handkerchief and the Silver Keys lie S. E. and N. W. the paſſage between theſe two ſhoals is very ſafe, and fourteen leagues in width.

The currents on the edge of theſe ſhoals are very weak, and generally follow the direction of the ſhores.

Upon the Square Handkerchief they are ſcarcely perceivable, on the S. E. ſide of the Silver Keys they are more forcible, running to the weſt and N. W. but at a ſhort league from the ſhoals they are entirely loſt.

In general, in the direction of your rout, you ſhould pay no attention to the currents in theſe paſſages, as they are no ways dangerous.

FINIS.

Particular Directions

FOR THE

Drawing of a Chart of Gonaives;

ADDED TO THE WORK, ENTITLED,

LE PILOTE OF ST. DOMINGO;

BY MR. DE *LIEUDE* DE *SEPMANVILLE*,

ELVE OF THE MARINE OF THE FIRST CLASS.

PLAN

Of the different operations, on which the chart of Gonaives has been executed, with some remarks upon the navigation round the island, and on the south passage.

THE loſs of ſo many veſſels belonging to the king, and of merchants concerned in the commerce of St. Domingo, upon the reefs of Gonaives, and the damages ſuſtained by many others, have rendered it, for ſome time, an object of the greateſt moment, to have the coaſts of the iſland and the reefs, by which it is ſurrounded, narrowly explored.

The Count de Luzem, governor general of the windward iſlands, thought proper, in the year 1787, to appoint one to the execution of this object, which was corroborated by the expoſition I had made of the ſouthern parts of St. Domingo, and the geographical detail I had juſt accompliſhed of the N. E. parts of the iſland of Newfoundland.

The chief object of this miſſion, was to aſcertain the circuit of Gonaives, and the reefs which render its approaches ſo dangerous; for as well as to form a conjunction between this iſland and the land, by determining geometrically, the diſtance of the different points of Gonaive and their relative ſituation and bearings, with other aſcertained points of St. Domingo.

In conſequence of this order, I have by various operations and trigonomical calculations, determined the ſituation of the point de Marc, and the magazine de Montrioui, as being the two extremi-

ties of a baſe of 3150 toiſes; meaſured by water, between the N. E. point of the iſland of Gonaives and the ſmall iſlands of St. Marc, with every precaution to aſcertain its exactitude; I have alſo determined the relative poſitions of the harbour of petit Gonave, of the Tapion and of Miragoane, calculating upon two points in the ſouth of Gonaives, the point Fantaſque and the point Cheval de Roch, whoſe diſtance has been calculated to be 9695 toiſes, by a baſe meaſuring 2493 toiſes.

It is by ſimilar operations that I have aſcertained the extent of Gonaives, and of the reefs by which it is in ſome meaſure guarded. The expoſition of this iſland and the bendings of its coaſts and reefs have been aſcertained upon my remarks and operations; thoſe of the coaſt of St. Domingo are taken from a work entitled "The Coaſter," by Count d'Eſtaing, ſubmitted to the review of Count de Chaſtinet de Puyſegur.

It reſults from the operation of my triangles, that the iſland is, in its greateſt length, 32 geographical miles, and in its greateſt width from 7 to 8.

Annexed are the angles at the extremity of the baſes, which form the junction of Gonaive to the iſland of St. Domingo, with the *relevemens* corrected by the variation.

IN THE SOUTH PART.

At the point of Cheval de Roche.

Between Fantaſque Point and the middle of the Tapion of petit Gonaive. - -	42° 15′
Between do. and la pointe Antoine.	49° 40′
Between do. and Miragoane. -	84° 10′

At point Fantasque.

Between the point Cheval de Roche, and the middle of the Tapion of petit Gonaive. 108° 20′
Between do. and point Antoine. 98° 00′
Between do. and Miragoane. - 64° 32′
The middle of the Tapion at the - *south.*

IN THE NORTH EAST.

At point a Galet.

Between islet la Mare & St. Marc's point. - - - - 73° 59′
Between do. and magazine de Montroui. - - - - 118° 24′
The point of St. Marc at the N. 6° 20′ E.

At the islet a la Mare.

Between point a Galet & point St. Marc. - - - - 90° 00′
Between do. and the magazine de Montroui. - - - 47° 15′

The variation has been perceivable ashore, in different places on the island of Gonaive; the result of six operations have varied from 6° to 6° 45′ N. E. and I have adopted 6° 20′ having only once found 6° 45′ while the rest have been from 6° 15′ to 6° 20′.

In fixing the longitude of point St. Marc at 75° 14′ 59″ and its latitude at 19° 2′ 18″ as they were fixed by the Count de Chastinet Puysegur. From the above angles and *relevemens* the following positions are deduced.

Island of St. Domingo.

	Longitude.	Latitude.
Tapion of petit Gonaive.	75° 15′ 24″	18° 27′

	Lat.	Long.
The mount at the bottom of the bay of Miragoane.	75° 30′	18° 26′ 20″

Island of Gonaive.

	Lat.	Long.
Iſlet a la Mare. -	75° 19′ 36″	18° 51′ 10″
Point a Galet. -	75° 16′ 20″	18° 49′ 55″
Poit Fantaſque. -	75° 15′ 18″	18° 41′
Point Cheval de Roche.	75° 25′ 31″	18° 44′ 12″
The E. point, from the reſult of theſe operations has been fixed at -	75° 13′ 33″	18° 43′ 30″
For the middle of the weſt point. -	75° 44′ 35″	18° 56′

After having expoſed to the view of the navigator the principal grounds upon which I had drew up my chart, I muſt add, however, to increaſe their confidence, that it has been excluded under the inſpection of the Marquis de Chabert in the depot of the marine.

The moſt dangerous reefs are thoſe which appear to be joined to the iſland Gonaive, and which extend out for more than a league, notwithſtanding which they are at 800 toiſes diſtance from the land, and in caſe of need afford a paſſage between them and the little Gonaive even to large ſhips; but it would be very imprudent to attempt this without being compelled to it, and without a proper wind, as the currents are irregular and violent. And I have remaked that they generally ſet here to the N. N. E. and between the two Gonaives.

Small veſſels drawing from 8 to 9 feet water may find good anchorage in the weſt of the little

Gonaive, to make this, the ſouth paſſage is preferable to the north.

The N. E. point of Gonaive, called point a Galet, is low, it is bordered by a reef which prolongs the coaſt from the eaſt to the ſouth, and ſtretches into the ſea 1100 toiſes, oppoſite to the place called the Trou-a-l'eau, within is a white ſhoal on which there is from four to ſix fathoms water.

To ſail clear of this reef, which may be done by every veſſel drawing nine or ten feet water, you muſt, in coming from the eaſt look for the paſſage oppoſite to a fiſherman's hut: there are alſo ſeveral other paſſages which may be eaſily known by the abſence of the white ſhoals. At about 100 toiſes within the reef, you may range the ſhore as far as l'anſe a Galet, and in caſe of the wind failing, there are every where good anchorings, but the moſt preferable are the Anſe a Piron, the Trou Conſtantin and the Anſe a Galet in particular, where I have experienced a good birth myſelf, the hold is firm, and the reef ſhelters you from the effects of the ſea.

The different anchorages on the north ſide for ſloops or ſchooners, are, the iſlet a la Mare, the great lagoon, the Bahama paſs, where you are equally ſheltered; the other parts of the north ſides are alſo ſurrounded with reefs, but they are cloſe in with the ſhore, and afford no anchorage.

The weſtern ſhore is iron-bound, which may be ranged pretty cloſely; it is not the ſame, from the ſouth-weſt point to the point a Retoures; the punctuated line upon the chart contains a number of ſmall reefs near the ſurface of the water;

ſmall veſſels may anchor here at the place, called the Baleines; but a pilot is neceſſary.

The only place where two or thee frigates might anchor, is the bay du Parc, ſituated in the N. W. of the point Fantaſque. The approaches to it are dangerous, on account of ſeveral detached reefs, which do not appear.

The reef called Rochelois, has proved fatal to many navigators, and has been dreaded by all, becauſe its ſituation was never juſtly aſcertained. It lies in the channel which ſeparates the coaſt of Gonaive and St. Domingo. I was particularly recommended by the Count de Luzerne to explore it and to fix its poſition. I caſt anchor a cables length from the rocks, which are above water. I went even upon the rocks, where I made four obſervations on the latitude, and from whence I took the heights of every object in view. I meaſured with exactneſs, the ſhoal called du Rochelois; its breadth is 2000 toiſes, near north and ſouth, and its length from eaſt to weſt, is 3155 toiſes. Outſide of the dotted line upon the map there are no ſoundings.

The rocks towards the ſouth of this reef have been before known. I have found its extent to be 125 toiſes; at low water they are entirely diſcoverable, but at high water only three ſmall points appear. The Count de Chaſtenet Puyſegur, who did not explore the whole extent of this reef, ſays in his treatiſe on the navigation to the coaſts of St. Domingo. That the rocks which appear, are the only danger you have to dread in the Rochelois. Notwithſtanding this, I found two other ſhoals which have very little extent and are very danger-

ous as they afford no more than two fathoms water, the extent of one is 800 toiſes on the N. N. W. of the middle rocks ; the other 300 toiſes on the N. W. of the ſame rocks. I am apprehenſive that there exiſt other ſhoals in the Rochelois, but I am uncertain, as I only employed four days in exploring it. It would be prudent for a large veſſel to avoid it entirely. There is more room to run up to the north, than to the ſouth of this reef. You muſt be cautious to keep at leaſt at the diſtance of a mile from the ſhore of Gonaive, if you take the north ; but if in the ſouth you may coaſt the ſhore of St. Domingo which is bold and ſafe.

The latitude of the rocks in the middle of the Rochelois taken from four obſervations is 18° 37′ 20″ *relevemens*, corrected from the variation made upon the reef called Rochelois which ſerved to determine its poſition.

The bottom of the bay du Parc.	W. 14° 40′ N.
The Tapion of petit Goave.	W. 28° 00′ S.
A ſmall hill at Miragoane. -	W. 31° 30′ W.
The anſe à Veau. - -	S. 37° 00′ W.
The boug of Rochalois. -	S. 5° 30′ W.

FINIS.